



## San Bernardino Associated Governments

1170 W. 3<sup>rd</sup> Street, San Bernardino, CA 92410  
Phone: (909) 884-8276 Fax: (909) 885-4407  
Web: [www.sanbag.ca.gov](http://www.sanbag.ca.gov)



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- San Bernardino County Transportation Commission •San Bernardino County Transportation Authority
  - San Bernardino County Congestion Management Agency •Service Authority for Freeway Emergencies
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## AGENDA

### Mountain/Desert Committee Measure I Committee

September 15, 2006  
9:00 a.m.

Town of Apple Valley  
14955 Dale Evans Parkway  
Apple Valley, CA

### *Mountain/Desert Committee Membership*

Chair

*Bill Postmus  
Board of Supervisors*

Vice Chair

*James Lindley, Council Member  
City of Hesperia*

*Kevin Cole, Mayor  
City of Twentynine Palms*

*Paul Cook, Mayor  
Town of Yucca Valley*

*Lawrence Dale, Mayor  
City of Barstow*

*Dennis Hansberger  
Board of Supervisors*

*Darrell Mulvihill,  
Council Member  
City of Big Bear Lake*

*Trinidad Perez, Mayor Pro Tem  
City of Adelanto*

*Rick Roelle, Mayor Pro Tem  
Town of Apple Valley*

*Mike Rothschild, Mayor  
City of Victorville*

*Rebecca Valentine,  
Council Member  
City of Needles*

*San Bernardino Associated Governments (SANBAG) is a council of governments formed in 1973 by joint powers agreement of the cities and the County of San Bernardino. SANBAG is governed by a Board of Directors consisting of a mayor or designated council member from each of the twenty-four cities in San Bernardino County and the five members of the San Bernardino County Board of Supervisors*

*In addition to SANBAG, the composition of the SANBAG Board of Directors also serves as the governing board for several separate legal entities listed below:*

***The San Bernardino County Transportation Commission***, which is responsible for short and long range transportation planning within San Bernardino County, including coordination and approval of all public mass transit service, approval of all capital development projects for public transit and highway projects, and determination of staging and scheduling of construction relative to all transportation improvement projects in the Transportation Improvement Program.

***The San Bernardino County Transportation Authority***, which is responsible for administration of the voter-approved half-cent transportation transactions and use tax levied in the County of San Bernardino.

***The Service Authority for Freeway Emergencies***, which is responsible for the administration and operation of a motorist aid system of call boxes on State freeways and highways within San Bernardino County.

***The Congestion Management Agency***, which analyzes the performance level of the regional transportation system in a manner which ensures consideration of the impacts from new development and promotes air quality through implementation of strategies in the adopted air quality plans.

***As a Subregional Planning Agency***, SANBAG represents the San Bernardino County subregion and assists the Southern California Association of Governments in carrying out its functions as the metropolitan planning organization. SANBAG performs studies and develops consensus relative to regional growth forecasts, regional transportation plans, and mobile source components of the air quality plans.

*Items which appear on the monthly Board of Directors agenda are subjects of one or more of the listed legal authorities. For ease of understanding and timeliness, the agenda items for all of these entities are consolidated on one agenda. Documents contained in the agenda package are clearly marked with the appropriate legal entity.*

**San Bernardino Associated Governments  
County Transportation Commission  
County Transportation Authority  
Service Authority for Freeway Emergencies  
County Congestion Management Agency**

**AGENDA**

**Mountain/Desert Committee  
\*Measure I Committee**

**September 15, 2006  
9:00 a.m.**

Town of Apple Valley  
14955 Dale Evans Parkway  
Apple Valley, CA

CALL TO ORDER  
(Meeting Chaired by Bill Postmus)

- I. Attendance:
- III. Agenda Notices/Modifications:
- II. Announcements:

***Notes/Actions***

- 1. Possible Conflict of Interest Issues for the Mountain/Desert Committee Meeting of September 15, 2006. Pg. 6**

Note agenda item contractors, subcontractors and agents, which may require member abstentions due to conflict of interest and financial interests. Board Member abstentions shall be stated under this item for recordation on the appropriate item.

## Consent Calendar

\* Items marked with an asterisk denote review/action by both the Mountain/Desert Committee and Measure I Committee.

### 2. Attendance Register

Pg. 7

A quorum shall consist of a majority of the membership of each SANBAG Policy Committee, except that all County Representatives shall be counted as one for the purpose of establishing a quorum.

## Discussion Items

\* Items marked with an asterisk denote review by both the Mountain/Desert Committee and Measure I Committee.

### 3. Release of Request for Proposals (RFP) for an Operations Analysis of the Morongo Basin Transit Authority (MBTA) and Mountain Area Regional Transit Authority (MARTA)

Pg. 9

Authorize the Release of RFP C07073 – Operations Analysis of the Morongo Basin Transit Authority and Mountain Area Regional Transit Authority. **Michael Bair**

### 4. Status Report on the US-395 Interim Project

Pg. 17

Receive Status Report on the US-395 Interim Project.  
**Deborah Barmack**

### 5. Contract for Preparation of Environmental Impact Report (EIR) for US-395 Realignment

Pg. 19

1. Approve Contract No. 07017 to UltraSystems Environmental, Inc., for preparation of an EIR for the US-395 Realignment in an amount not to exceed \$650,000 as specified in the Financial Impact Section; and

2. Approve budget amendment to the SANBAG 2006/07 fiscal year budget to increase Task No. 94507000, Victor Valley Transportation Study, for the US-395 Realignment EIR contract, by \$335,000, as detailed in the Financial Impact Section. **Steve Smith**

**\* 6. Measure I Renewal expenses related to Registrar of Voters and Legal Counsel Pg. 42**

Receive report on final accounting of expenses related to Measure I Registrar of Voters charges and legal counsel for the Sierra Club litigation. **Deborah Barmack**

**7. Statement by Elected Representatives on Goods Movement as an Overriding Priority Pg. 44**

Information only. **Ty Schuiling**

**8. Quarterly Administrative Report on SANBAG Federal Funding Programs Pg. 46**

1. Receive report on quarterly reporting and obligation status.
2. Adopt a finding of compliance with obligation requirements for all affected agencies. **Ty Schuiling**

**Public Comments**

Items under this heading will be referred to staff for further study, research, completion and/or future actions.

**9. Additional Items from Committee Members**

**10. Brief Comments by the General Public**

**Additional Information**

**Acronym List**

**Pg. 52**

**ADJOURNMENT**

Complete packages of this agenda are available for public review at the SANBAG offices. Staff reports for items may be made available upon request. For additional information call (909) 884-8276.

**Next Mountain/Desert Committee Meeting – Friday, October 20, 2006**

## Meeting Procedures and Rules of Conduct

### **Meeting Procedures**

The Ralph M. Brown Act is the state law which guarantees the public's right to attend and participate in meetings of local legislative bodies. These rules have been adopted by the Board of Directors in accordance with the Brown Act, Government Code 54950 et seq., and shall apply at all meetings of the Board of Directors and Policy Committees.

### **Accessibility**

The SANBAG meeting facility is accessible to persons with disabilities. If assistive listening devices or other auxiliary aids or services are needed in order to participate in the public meeting, requests should be made through the Clerk of the Board at least three (3) business days prior to the Board meeting. The Clerk's telephone number is (909) 884-8276 and office is located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino, CA.

**Agendas** – All agendas are posted at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino at least 72 hours in advance of the meeting. Staff reports related to agenda items may be reviewed at the SANBAG offices located at 1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor, San Bernardino and our website: [www.sanbag.ca.gov](http://www.sanbag.ca.gov).

**Agenda Actions** – Items listed on both the "Consent Calendar" and "Items for Discussion" contain suggested actions. The Board of Directors will generally consider items in the order listed on the agenda. However, items may be considered in any order. New agenda items can be added and action taken by two-thirds vote of the Board of Directors.

**Closed Session Agenda Items** – Consideration of closed session items *excludes* members of the public. These items include issues related to personnel, pending litigation, labor negotiations and real estate negotiations. Prior to each closed session, the Chair will announce the subject matter of the closed session. If action is taken in closed session, the Chair may report the action to the public at the conclusion of the closed session.

**Public Testimony on an Item** – Members of the public are afforded an opportunity to speak on any listed item. Individuals wishing to address the Board of Directors or Policy Committee Members should complete a "Request to Speak" form, provided at the rear of the meeting room, and present it to the Clerk prior to the Board's consideration of the item. A "Request to Speak" form must be completed for *each* item an individual wishes to speak on. When recognized by the Chair, speakers should be prepared to step forward and announce their name and address for the record. In the interest of facilitating the business of the Board, speakers are limited to three (3) minutes on each item. Additionally, a twelve (12) minute limitation is established for the total amount of time any one individual may address the Board at any one meeting. The Chair or a majority of the Board may establish a different time limit as appropriate, and parties to agenda items shall not be subject to the time limitations.

The Consent Calendar is considered a single item, thus the three (3) minute rule applies. Consent Calendar items can be pulled at Board member request and will be brought up individually at the specified time in the agenda allowing further public comment on those items.

**Agenda Times** – The Board is concerned that discussion take place in a timely and efficient manner. Agendas may be prepared with estimated times for categorical areas and certain topics to be discussed. These times may vary according to the length of presentation and amount of resulting discussion on agenda items.

**Public Comment** – At the end of the agenda, an opportunity is also provided for members of the public to speak on any subject within the Board's authority. *Matters raised under "Public Comment" may not be acted upon at that meeting. "Public Testimony on any Item" still apply.*

**Disruptive Conduct** – If any meeting of the Board is willfully disrupted by a person or by a group of persons so as to render the orderly conduct of the meeting impossible, the Chair may recess the meeting or order the person, group or groups of person willfully disrupting the meeting to leave the meeting or to be removed from the meeting. Disruptive conduct includes addressing the Board without first being recognized, not addressing the subject before the Board, repetitiously addressing the same subject, failing to relinquish the podium when requested to do so, or otherwise preventing the Board from conducting its meeting in an orderly manner. *Please be aware that a NO SMOKING policy has been established for meetings. Your cooperation is appreciated!*

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 1

**Date:** September 15, 2006

**Subject:** Information Relative to Possible Conflict of Interest

**Recommendation\*:** Note agenda items and contractors/subcontractors which may require member abstentions due to possible conflicts of interest.

**Background:** In accordance with California Government Code 84308, members of the Board of Directors may not participate in any action concerning a contract where they have received a campaign contribution of more than \$250 in the prior twelve months from an entity or individual. This agenda contains recommendations for action relative to the following contractors:

Item No.	Contract No.	Contractor/Agents	Subcontractors
	C07017	UltraSystems Environmental, Inc. <i>Betsy Lindsay</i>	None

**Financial Impact:** This item has no direct impact on the 2006/2007 Budget.

**Reviewed By:** This item is prepared monthly for review by the Board of Directors and policy committee members.

**Responsible Staff:** Deborah Barmack, Director of Management Services

*Approved*  
*Mountain/Desert Committee*

Date: \_\_\_\_\_

Moved: \_\_\_\_\_ Second: \_\_\_\_\_

In Favor: \_\_\_\_\_ Opposed: \_\_\_\_\_ Abstained: \_\_\_\_\_

Witnessed: \_\_\_\_\_

# **MOUNTAIN/DESERT COMMITTEE ATTENDANCE ROSTER -- 2006**

<b>Name</b>	<b>Jan</b>	<b>Feb</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
Kevin Cole City of Twentynine Palms		**		X	**		X	**				
Paul Cook Town of Yucca Valley	X	**		X	**	X	X	**				
Lawrence Dale City of Barstow	X	**	X	X	**	X	X	**				
Dennis Hansberger County of San Bernardino	X	**	X	X	**	X		**				
James Lindley City of Hesperia	X	**	X	X	**	X	X	**				
Darrell Mulvihill City of Big Bear Lake		**	X		**		X	**				
Bill Postmus County of San Bernardino	X	**			**			**				
Rick Roelle Town of Apple Valley	X	**		X	**	X		**				
Mike Rothschild City of Victorville	X	**		X	**	X	X	**				
Rebecca Valentine City of Needles	X	**	X	X	**	X	X	**				
Trinidad Perez City of Adelanto	X	**	X		**			**				

\*Non-voting City Representative attended  
+ Measure I Committee representative

\*\*The Mountain/Desert Committee did not meet

\*\*\* New SANBAG Board Member

The crossed-out boxes indicate members who were not on the committee as of that month.  
The empty boxes indicate member who did not attend the meeting that month.



# **MOUNTAIN/DESERT COMMITTEE ATTENDANCE ROSTER – 2005**

<b>Name</b>	<b>Jan</b>	<b>Feb</b>	<b>March</b>	<b>April</b>	<b>May</b>	<b>June</b>	<b>July</b>	<b>Aug</b>	<b>Sept</b>	<b>Oct</b>	<b>Nov</b>	<b>Dec</b>
Kevin Cole City of Twentynine Palms	X	X		**	X		**		X	X	**	X
Paul Cook Town of Yucca Valley	X	X	X	**	X	X	**	X	X	X	**	X
Lawrence Dale City of Barstow	X	X	X	**	X		**	X		X	**	
Dennis Hansberger County of San Bernardino		X		**	X	X	**	X	X	X	**	X
James Lindley City of Hesperia	X	X	X	**	X	X	**		X	X	**	X
Darrell Mulvihill City of Big Bear Lake		X	X	**		X	**	X		X	**	X
Bill Postmus County of San Bernardino		X	X	**	X		**	X			**	X
Rick Roelle Town of Apple Valley	X	X	X	**	X	X	**	X	X	X	**	X
Mike Kothschild City of Victorville	X	X	X	**			**	X	X	X	**	X
Rebecca Valentine City of Needles	X	X	X	**	X	X	**	X	X	X	**	X
Trinidad Perez City of Adelanto	X		X	**	X	X	**	X		X	**	X

\*Non-voting City Representative attended

\*\* Measure I Committee representative

\*\*The Mountain/Desert Committee did not meet

\*\*\* New SANBAG Board Member

The crossed-out boxes indicate members who were not on the committee as of that month.

The empty boxes indicate member who did not attend the meeting that month.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 3

**Date:** September 15, 2006

**Subject:** Release of Request for Proposals (RFP) for an Operations Analysis of the Morongo Basin Transit Authority (MBTA) and Mountain Area Regional Transit Authority (MARTA)

**Recommendation:\*** Authorize the Release of RFP C07073 – Operations Analysis of the Morongo Basin Transit Authority and Mountain Area Regional Transit Authority.

**Background:** During the past fiscal year, both the Morongo Basin Transit Authority (MBTA) and Mountain Area Regional Transit Authority (MARTA) requested that SANBAG, acting as the county transportation commission, provide funding for an analysis of their respective transit operations. Funding for such work was included in the adopted Fiscal Year 2006-2007 agency budget.

The attached RFP C07073 has been reviewed by both transit agencies and is now ready for release. The work effort includes: development of goals, objectives and service standards; review of existing transit services, fare structure, on-board survey data and unmet transit needs; development of service improvement proposals; and, development of a five-year financially constrained operating and capital plan.

The RFP allows for proposals to be submitted for either one of the transit systems or for both.

\*

*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

Mountain/Desert Committee Agenda Item  
September 15, 2006  
Page 2

***Financial Impact:*** The development of the RFP is consistent with the adopted agency budget under Tasks 3 1807000 – Morongo Basin Transit and 32107000 – Mountain Area Transit.

***Reviewed By:*** This item will be reviewed by the Mountain/Desert Committee on September 15, 2006.

***Responsible Staff:*** Michael Bair, Director of Transit and Rail Programs

**SAN BERNARDINO ASSOCIATED  
GOVERNMENTS**

**REQUEST FOR PROPOSALS  
RFP C07073**

**OPERATIONS ANALYSIS OF THE  
MORONGO BASIN TRANSIT AUTHORITY  
AND  
MOUNTAIN AREA REGIONAL TRANSIT  
AUTHORITY**

Proposals Due: 4:00 p.m., October 31, 2006

## **RFP C07073**

# **OPERATIONS ANALYSIS OF THE MORONGO BASIN TRANSIT AUTHORITY AND MOUNTAIN AREA REGIONAL TRANSIT AUTHORITY**

### **A. BACKGROUND**

In cooperation with the Morongo Basin Transit Authority (MBTA) and the Mountain Area Regional Transit Authority (MARTA), the San Bernardino Associated Governments (SANBAG) is seeking proposals to conduct an operational analysis of two rural transit systems in San Bernardino County. The operational analysis shall include a the development of system goals and objectives and service standards; a review of existing transit services, including effectiveness and efficiency measures by type of service; a review of fare policy and structure; a review of user survey data collected in the Spring of 2005; a review of unmet transit needs testimony received during public hearings held in September 2006; the development of transit service improvement proposals; and the development of a five year operating and capital plan covering fiscal years 2007/2008 through 2011/2012.

The Morongo Basin Transit Authority (MBTA) is a joint powers agency that provides public transit within the greater Morongo Basin which includes the City of Twentynine Palms, Town of Yucca Valley and the unincorporated communities of Joshua Tree, Landers, Morongo Valley, Yucca Mesa and Wonder Valley. Deviated fixed route service is provided within the City of Twentynine Palms, Town of Yucca Valley and the community of Landers. General public dial-a-ride service is also provided within the City of Twentynine Palms, Town of Yucca Valley and the communities of Morongo Valley, Yucca Mesa and Wonder Valley. In addition, MBTA provides deviated fixed route service between the Morongo Basin and the Palm Springs area in Riverside County. For the current fiscal year, MBTA is expected to operate 37,399 revenue hours of service with a fleet of 14 vehicles and an operating budget of \$2,377,248.

The Mountain Area Regional Transit Authority (MARTA) is a joint powers agency that provides public transit within the San Bernardino Mountains which includes the City of Big Bear Lake and the unincorporated communities of Big Bear City, Lake Erwin, Fawnskin, Crestline, Blue Jay, Lake Arrowhead, Running Springs and Green Valley Lake. Fixed route service is provided within the Big Bear Valley and between Crestline, Lake Arrowhead, Running Springs and Green Valley Lake. General public dial-a-ride is also provided within the Big Bear Valley, Crestline, Blue Jay, Lake Arrowhead and Running Springs. MARTA also operates a Visitor's Trolley on Fridays, the weekends and holidays within the City of Big Bear Lake. Transit service between the mountain communities and San Bernardino is also provided by MARTA. For the current fiscal

year, MARTA is expected to operate 34,800 revenues hours of service with a fleet of 18 vehicles and an operating budget of \$2,232,511.

## **B. SCOPE OF WORK**

As noted above the scope of work for the operational analysis will be the same for both transit systems. At a minimum the following tasks shall be completed:

1. The development goals and objectives and service standards for each transit system is a critical component of the operational analysis. This activity will include interviews with community organizations and each authority board of directors. The goals and objectives and service standards shall provide guidance in the development of the short range transit plan.
2. The review of existing transit services, including effectiveness and efficiency measures by type of service and by day of week (average weekday, Saturday and Sunday) will be conducted. This review shall include an analysis of revenue vehicle utilization, especially for the dial-a-ride services provided. The review will identify potential changes in the service to improve performance.
3. The review of fare policy and structure will include trends in the ratio of fares to operating cost over the last three years; the appropriateness of the existing fare structure, including fare zones, multi-ride fare media, and discounts for students, elderly individuals and individuals with disabilities. Any recommendations for change shall include an analysis of the impact on revenue collected.
4. The review of on-board survey data collected in 2006. SANBAG will provide the results of user surveys conducted in the Spring of 2005. The survey included length and frequency of use, trip purpose, auto availability, satisfaction and importance of service characteristics, and demographic information.
5. The review of unmet transit needs testimony received during public hearings held in September 2006. SANBAG will provide a summary of the testimony received from public hearings, emails and written correspondence as well as the SANBAG Board adopted definitions of "unmet transit needs" and "reasonable to meet". The review will determine whether there should be any changes made to existing service or any new services implemented to address unmet needs that can be reasonably met.
6. Using the results from the above tasks, transit service improvement proposals and possible changes to the fare structure will be developed and presented to the public and transit agency governing boards for consideration and comment. Transit service improvement proposals shall address capital requirements (equipment), if any, operating expenses and performance issues. Proposed changes to the fare structure shall include impact on total passenger revenue generated and the ratio of fare revenue

to operating cost. A set of recommendations for service improvements and/or fare structure changes will be developed at the conclusion of this task.

7. The development of a five year operating and capital plan covering fiscal years 2007/2008 through 2011/2012. This document will be a financially constrained short range transit plan (SRTP) for each system. The SRTP will include the implementation of service improvement and fare structure recommendations. A phasing of the recommendations over multiple years may be appropriate. The SRTP shall include: a) the description of existing services, including goals, objectives and service standards, fare structure, fleet inventory with accumulated mileage as of December 30, 2006, a summary of service characteristics for fiscal year 2004/2005, 2005/2006 and estimated for fiscal year 2006/2007; b) an analysis of existing service needs and deficiencies with recommendations; c) a summary of service characteristics for fiscal years 2007/2008 through 2011/2012; d) a listing of capital improvements for the five-year period with project justification and funding sources; and e) a operations financial plan with funding sources for the five-year period. SANBAG will provide estimates of the traditional transit funding sources for the five-year period.

### **C. PROPOSED RFP AND SCOPE OF WORK SCHEDULE**

Release of Request for Proposal	October 4, 2006
Request for Clarifications	October 16, 2006
Response to Requests for Clarifications	October 20, 2006
Proposals Due to SANBAG	no later than 4:00 p.m., October 31, 2006
Possible Proposer Interviews	November 6, 2006
Recommend Contract Award to SANBAG Plans and Programs Committee	November 15, 2006
SANBAG Board Award of Contract	December 6, 2006
Notice to Proceed	December 8, 2006

It is anticipated that the development of the SRTP for each system will be completed by the end of March 2007. Approval of the SRTP by each transit agency governing board would occur in April 2007.

Requests for clarifications shall be submitted in written or email format up to the close of business on October 16, 2006. Responses to the requests for clarifications shall be posted on the SANBAG web site by the close of day on October 20, 2006.

### **D. SUBMITTAL OF PROPOSALS**

Interested firms may submit a proposal for conducting the operational analysis for one or both of the transit systems. Proposing firms are to submit one original and four (4) copies of their proposal by 4:00 p.m., Tuesday, October 31, 2006. Proposals shall be addressed as follows:

San Bernardino Associated Governments  
Attn: Michael Bair, Director of Transit and Rail Programs  
1170 W. 3<sup>rd</sup> Street, 2<sup>nd</sup> Floor  
San Bernardino, CA. 92410-1715  
(909) 884-8276

Proposals shall be comprised of the following:

1. Proposal Transmittal Letter – Not to exceed two pages and identifying the individual responsible for committing the firm.
2. Proposed Scope of Work in Response to the RFP – Scope shall address the firm's understanding of the work to be performed, including identification of specific tasks, timelines and work effort (personnel hours by task). Proposing firms are encouraged to identify opportunities to perform the work in the most cost effective manner.
3. Qualifications of the Firm(s) – Experience of the firm in conducting similar type studies within the past five years. This section should be limited to no more than 15 pages. If subcontractors are to be used, provide brief statements of similar type work performed within the past five years.
4. Qualifications of Proposed Staff – Include a brief resume of proposed staff accompanied with the identification of similar work the proposed staff has participated in within the past five years. The same information should be provided for any subcontractors.
5. Project Management – Provide an explanation of the project management system and practices used to assure that the project is completed within the scheduled timeframe and that the quality of the products will meet SANBAG's requirements.
6. References – Provide at least three references for whom the firms have provided similar work within the past five years. Client contact person name, with address and telephone number are to be provided. References for subcontractors shall also be provided.
7. Cost Proposal – Proposing firms are to prepare a cost proposal for each transit system work effort that includes a breakdown of expenses by proposed task. The cost proposal shall include all items that will be charged to SANBAG, including travel and other direct charges that will be involved in the project. Costs shall be segregated to show staff hours, rates and classification and administrative overhead. If subcontractors are to be used, the prospective contractor must indicate any mark-up.



## **E. BUDGET**

The SANBAG Board has approved a budget of \$90,000 for the development of an operational analysis/short range transit plan for each transit system; or \$180,000 for both. Proposals may be submitted for either one of the two transit systems or for both. If the proposal is for both, a separate cost proposal for each is required.

## **F. CONTRACT TYPE**

A cost-reimbursement not-to-exceed type of contract is anticipated. A ten percent retention will be held by SANBAG and released upon the successful completion of the work to be performed. The consultant will be paid based on work actually performed during the preceding month. The consultant should forward monthly invoices by the 15<sup>th</sup> of the following month. Each invoice shall be accompanied with a brief description of the work performed, identify any problems incurred and include suggested remedies in order to keep the project on schedule. Each invoice shall identify the total contract amount, the amount previously invoiced, the amount of SANBAG retention for that invoice and held to-date, and the remaining balance of the contract.

## **G. SANBAG CONTACT PERSONS:**

Questions related to this RFP should be directed to the following individuals:

### **Primary Contact:**

Michael A. Bair, Director of Transit and Rail Programs  
San Bernardino Associated Governments  
Phone (909) 884-8276, Ext 116  
Fax (909) 885-4407  
Email [mbair@sanbag.ca.gov](mailto:mbair@sanbag.ca.gov)

### **Secondary Contact:**

Beth Kranda, Transit Analyst  
San Bernardino Associated Governments  
Phone (909) 884-8276, Ext 159  
Fax (909) 885-4407  
Email [bkranda@sanbag.ca.gov](mailto:bkranda@sanbag.ca.gov)

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

### *Minute Action*

AGENDA ITEM: 4

**Date:** September 15, 2006

**Subject:** Status Report on the US-395 Interim Project.

**Recommendation:**\* Receive a status report on the US-395 Interim Project

**Background:** A report on the status of the US-395 Interim Projects was requested at the Mountain/Desert Committee at the last meeting. Contract No. 05-019, approved by the Board of Directors on February 2, 2005, with Caltrans provides for funding of the Project Approval and Environmental Document (PA&ED) phase of interim improvements to US-395. Under the agreement, SANBAG allocated \$1.4m in federal Surface Transportation Funds (STP) to the project and contributed \$600,000 in local match funds.

In an effort to address short-term improvements on US-395, Caltrans District 8 completed a Project Study Report (PSR) for the sixteen mile interim project along US-395 from I-15 to approximately Desert Flower Road in the City of Adelanto in June 2005. The project is scoped to widen US-395 to four lanes with a continuous median left turn lane. Some portions of US-395 in the Victor Valley are already widened to four lanes, but multiple gaps of two-lane highway still exist, which cause congestion problems and driver confusion. District 8 estimates the project to cost \$43 million to construct and an additional \$10 million for right-of-way.

\*

*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

District 8 completed the PSR for the project in June 2005. On September 8, 2005, the authorization to proceed with the PA&ED for the project was granted by FHWA. The PA&ED work on the interim project is scheduled to be complete by November 2007, with right-of-way purchase, and construction to follow. At this time the project is only funded through PA&ED. Construction funding for the project will be identified through funding allocation processes by SANBAG, Caltrans, and the California Transportation Commission (CTC). Once the necessary funding for the project is identified, the interim project improvements could be fully constructed well-before the completion of the PA&ED work on the separate long-term new corridor alignment project.

Since receiving the authorization to proceed with the project, Caltrans performed a Value Analysis for the project in March 2005 and created a Risk Management program for the project in June 2005. Utilities and drainage issues were the most serious risks identified in the meeting. In parallel with these activities, Caltrans staff has been working to obtain the necessary right-of-entry permits for the environmental studies and the survey data to generate the environmental footprint. The environmental surveys are scheduled to be conducted in Spring 2007.

***Financial Impact:*** This item has no direct impact on the adopted budget. Staff activities associated with this item are consistent with the adopted SANBAG budget, Task No. 94107000, Mountain/Desert Planning and Project Development.

***Reviewed By:*** This item is scheduled for review by the Mountain/Desert Committee on September 15, 2006.

***Responsible Staff:*** Ryan Graham  
Transportation Planning Specialist

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

***Minute Action***

AGENDA ITEM: 5

**Date:** September 15, 2006

**Subject:** Contract for Preparation of Environmental Impact Report (EIR) for US-395 Realignment

- Recommendation:** \*
1. Approve Contract No. 07017 to UltraSystems Environmental, Inc., for preparation of an EIR for the US-395 Realignment in an amount not to exceed \$650,000 as specified in the Financial Impact Section; and
  2. Approve budget amendment to the SANBAG 2006/07 fiscal year budget to increase Task No. 94507000, Victor Valley Transportation Study, for the US-395 Realignment EIR contract, by \$335,000, as detailed in the Financial Impact Section.

**Background:** The 2006/2007 budget anticipated a new activity within Task No. 94507000, Victor Valley Area Transportation Study, for the preparation of a program level EIR under the California Environmental Quality Act (CEQA) for the realignment of US-395 through the Victor Valley jurisdictions of Adelanto, Hesperia, Victorville and the County of San Bernardino. The purpose of the EIR is to conduct the necessary technical studies and public outreach allowing the jurisdictions, Caltrans, and SANBAG to arrive at a consensus on the realignment of US-395 that can then be adopted into local jurisdiction general plans. Inclusion in local general plans will facilitate right-of-way preserved for a future expressway/freeway, which is critical to the future transportation needs of the

\*

*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

Victor Valley. The Board of Directors approved the release of the Request for Proposals (RFP) in July 2006.

On July 31, 2006, staff received three proposals in response to the RFP. The proposals were evaluated by a selection committee comprised of representatives from the Cities of Adelanto, Hesperia, Victorville, the County of San Bernardino, Caltrans and SANBAG staff. The committee recommended that all three firms be interviewed, which occurred on August 14, 2006.

The three firms interviewed for the project were Kleinfelder Inc., Pacific Municipal Consultants, and UltraSystems Environmental. After careful evaluation of the proposals and interviews, the consultant selection panel unanimously recommended that SANBAG contract with UltraSystems Environmental for the project.

The consultant selection panel was unanimous in its decision to recommend UltraSystems for the project because of the strength of the firm's technical proposal and the extensive experience of the key project personnel. The Project Manager, Gene Anderson, has 27 years of experience with preparing environmental documents on over 400 projects. In addition, the proposal includes a strong public outreach component and detailed environmental analysis of up to 60 centerline miles of potential corridor.

The SANBAG FY 06/07 Budget includes \$315,000 for the completion of a program level EIR for the US-395 Corridor. It was anticipated that additional funds would be required in FY 07/08 to complete the project. The cost associated with the proposal received from UltraSystems Environmental exceeds the amount budgeted for the task for FY 06/07. The original cost submitted to staff for the project by UltraSystems was \$757,570. Staff was able to negotiate the contract price to an amount not to exceed \$650,000. The negotiations focused on eliminating activities that were not necessary for a program level EIR. Staff remains confident that the negotiated cost will allow the project objectives to be fully achieved.

It was also determined through the negotiations that the project schedule and expenditure rates would require greater resources than originally budgeted for FY 06/07. It is estimated that two-thirds of the budget will be required in FY 06/07 given the aggressive schedule. The urgency of preparing the US-395 EIR was delineated in the July 2006 board item. The need for an aggressive schedule is a consequence of the rapid development occurring in the Victor Valley and the need

to identify a consensus alignment so that local jurisdictions and developers can plan around it. A Project Study Report (PSR) for the realignment of US-395 was completed in 2001, but all of the alignments studied in the PSR are now considered not to be viable, and no consensus on an alignment has been reached. If identification of a preferred route is delayed further, finding a new alignment will become even more difficult due to costs and increased impacts to local communities.

As part of the consultant work, several potential alignments identified by participating agencies will undergo technical review and be evaluated through an extensive public outreach effort. To this point, the identification of viable alternative alignments through the western Victor Valley has been the primary focus of the project development team. Activities focused on the definition of alternative alignments for the realigned US-395 have taken place over the past year. A workshop was held by Caltrans and SANBAG on August 30, 2006, to identify the additional alignments to be included in the SANBAG sponsored EIR and the Caltrans/FHWA sponsored EIR/EIS. The workshop was attended by 30+ people including staff from the affected Victor Valley jurisdictions, SANBAG and Caltrans. The workshop identified three potential alignments to be included in the Notice of Preparation that will be issued for the SANBAG EIR.

The candidate alignments will be thoroughly analyzed and publicly vetted through the US-395 EIR process. The US-395 Realignment EIR, including a preferred alignment, will be certified by the SANBAG Board of Directors. The Mountain/Desert Policy Committee will serve as the steering committee of elected officials throughout the study and will make a recommendation to the full Board at completion of the study. A decision on the preferred alignment is scheduled for late 2007.

Efforts by Caltrans and SANBAG to identify a new alignment for US-395 date back to 1990. In light of this history, SANBAG and participating agencies are taking a very proactive approach in attempting to identify the new US-395 alignment through a parallel process of environmental/project analyses, but such an approach is not without risk. This work plan calls for identification of a mutually acceptable alignment within the next 18 months by completing the California Environmental Quality Act environmental impact report. It is anticipated that the alignment which results from this effort will be preserved through local land use authority by its inclusion in local General Plans. The alignment defined by the EIR will then be used as an additional alternative to be considered in the project-level EIR/EIS that is being conducted by Caltrans for

US-395 from I-15 to SR-58. Although the project level EIR/EIS has been initiated, the schedule indicates that it cannot be completed for approximately 5-6 years. Together these two parallel efforts can result in a new corridor alignment which will meet the future needs of the Victor Valley.

The history of previous alignment studies demonstrates that failure to preserve an alignment in the near future may leave the Victor Valley with no viable options, resulting in through traffic, including many heavy-duty trucks, using the existing US-395 alignment in perpetuity. It is the opinion of SANBAG staff that failure to take action now (and likely losing any remaining alignment opportunities) creates a much greater risk than identifying an alignment through the EIR that can be adopted into local General Plans and preserved. The approach to the EIR is to minimize the risk by proactively reaching out to local communities and to state and federal resource agencies to identify and respond to the issues with which they are concerned, allowing this input to guide the decision on the alignment.

It should also be recognized that adoption of an alignment into local General Plans will also trigger a set of obligations on the part of local jurisdictions to take actions that preserve the right-of-way.

One of the most important elements of performing the EIR will be the role of public participation. The EIR process will recognize the sensitivities of the communities in the region to the growing urbanization of the Victor Valley and the need to balance these concerns against the long-term mobility needs for both the local and the regional traffic passing through the corridor. Consequently, significant attention to public outreach has been included in the scope of work with UltraSystems Environmental. The EIR will be managed as an open process, with substantial material on US-395 alternatives made available to the public to promote transparency throughout the duration of the project.

**Financial Impact:** The financial impact of this item is \$650,000, which exceeds the SANBAG 2006/07 budget by \$335,000. A budget amendment is requested to increase the amount of Task No. 94507000, for the US-395 CEQA EIR contract. Funding source for the additional budget is unbudgeted Transportation Development Act (TDA) fund balance.

**Reviewed By:** This item is scheduled for review by the Mountain/Desert Committee on September 15, 2006.

**Responsible Staff:** Deborah Robinson Barmack, Director of Management Services  
Ryan Graham, Transportation Planning Specialist  
Steve Smith, Principal Transportation Analyst

**SANBAG Contract No. 07017**

by and between

SAN BERNARDINO ASSOCIATED GOVERNMENTS

and

ULTRASYSTEMS ENVIRONMENTAL, INC

for

US-395 REALIGNMENT ENVIRONMENTAL IMPACT REPORT

<b>FOR ACCOUNTING PURPOSES ONLY</b>				
<input checked="" type="checkbox"/> Payable <input type="checkbox"/> Receivable	Vendor Contract # _____ Vendor ID <u>UEI</u>	Retention: <input type="checkbox"/> Yes _____ % <input checked="" type="checkbox"/> No	<input checked="" type="checkbox"/> Original <input type="checkbox"/> Amendment	
Notes:				
Original Contract:      \$ <u>650,000</u>  Contingency Amount:      \$ _____	Previous Amendments Total:      \$ _____ Previous Amendments Contingency Total:      \$ _____ Current Amendment:      \$ _____ Current Amendment Contingency:      \$ _____			
Contingency Amount requires specific authorization by Task Manager prior to release.				
<b>Contract TOTAL →</b>				<b>\$ 650,000</b>
↓ Please include funding allocation for the original contract or the amendment.				
<u>Task</u>	<u>Cost Code</u>	<u>Funding Sources</u>	<u>Grant ID</u>	<u>Amounts</u>
<u>945C7017</u>	<u>6010</u>	<u>PPM</u>	_____	<u>\$ 71,483</u>
<u>945C7017</u>	<u>6010</u>	<u>TDA</u>	_____	<u>\$ 353,517</u>
<u>945C7017</u>	<u>6010</u>	<u>Local (Co. No 06068)</u>	_____	<u>\$ 225,000</u>
Original Board Approved Contract Date: <u>09/13/06</u> Contract Start: <u>09/18/06</u> Contract End: <u>3/18/08</u>				
New Amend. Approval (Board) Date: _____    Amend. Start: _____    Amend. End: _____				
<b>If this is a multi-year contract/amendment, please allocate budget authority among approved budget authority and future fiscal year(s)-unbudgeted obligations:</b>				
Approved Budget Authority →	Fiscal Year: <u>06/07</u> \$ <u>650,000</u>		Future Fiscal Year(s) – Unbudgeted Obligation →	\$ _____
Is this consistent with the adopted budget? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No				
If yes, which Task includes budget authority? _____				
If no, has the budget amendment been submitted? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No				
<b>CONTRACT MANAGEMENT</b>				
Please mark an "X" next to all that apply:				
<input type="checkbox"/> Intergovernmental <input type="checkbox"/> Private <input checked="" type="checkbox"/> Non-Local <input type="checkbox"/> Local <input type="checkbox"/> Partly Local				
Disadvantaged Business Enterprise: <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes <u>85.1%</u>				
Task Manager: <b>Deborah Robinson Barmack</b>			Contract Manager: <b>Ryan Graham</b>	
 Task Manager Signature			 Contract Manager Signature	
 Chief Financial Officer Signature			<u>8/28/06</u> Date	



# Scope of Services

## Introduction

San Bernardino County Associated of Government (SANBAG) is interested in preparing an Environmental Impact Report (EIR) for the realignment of US-395 from I-15 in Hesperia to north of Desert Flower Road in Adelanto, and for a potential alignment for the proposed High Desert Corridor (HDC) between the existing US-395 and the proposed realignment of US-395. UltraSystems will be responsible for the preparation of a Program EIR on a maximum of four alternative alignments. The Program EIR will be based on the conceptual plans prepared by Caltrans. These alignments will all assume a right-of-way width of 360 feet. At least a 500-foot wide swath around the centerline including the footprint of potential interchanges will be examined for the purposes of the EIR. The total length for the Program EIR investigation because of the multiple alternatives could add up to 60 center line miles for the project.

The Program EIR will be prepared at a level of analysis that will allow each of the four jurisdictions along the US-395 right-of-way, including that section of the HDC, to adopt an alignment into their General Plan, thus allowing for protection of the right-of-way along the corridor. The Program EIR will analyze each alternative at the same level of detail, as is done in an EIS, rather than the traditional CEQA manner of selecting a preferred alternative for detailed analysis and lesser analysis for the other alternatives. This is the only manner in which the environmental effects for each of the alternatives can be sufficiently compared during the decision-making process. The **goal** of the Program EIR will be to allow for the identification of a preferred alignment for purposes of right-of-way preservation.

A **goal** of the Program EIR is to utilize a coordinated effort that will include affected property owners and federal/State resource agencies. This approach will provide affected property owners and public agencies with a high degree of comfort / probability that the preferred alignment as analyzed in the Program EIR is feasible and can be supported in subsequent environmental processes.

## **Task 1      Project Management**

**Task 1.1 - Kick-off Meeting:** UltraSystems' project manager and each project team leader will attend one (1) kick-off meeting with SANBAG. UltraSystems will be responsible for the minutes of the meeting. The purpose of the meeting is to:

- Introduce the key project team members and key SANBAG staff and interested members of the public;
- Review and verify the project schedule;
- Discuss the list of public individuals and groups and responsible agencies who are to receive announcement of the NOP;
- Discuss the scoping meetings (schedule tentative dates);
- Discuss related reports for relevant information;
- Discuss the Initial Study; and

- Discuss project alternative alignments.

**Task 1.2 - Project Management Plan:** UltraSystems' Project Manager, with input from the transportation and our public outreach lead, will prepare and submit to SANBAG within fifteen (15) days following the start of work the Project Management Plan. The Project Management Plan will specifically identify and describe each task for each of these components.

The Project Management Plan will provide the details for completing each task required to successfully complete this project. The Project Management Plan will describe the management, coordination, and controls that will be implemented to ensure the timely completion of the Draft and Final EIR. The Project Management Plan will include for each phase:

- An overall work flow chart identifying critical path work items for each component,
- A detailed description of each task,
- A detailed schedule for each work task;
- A detailed breakdown of the costs for each task, and
- A detailed staffing plan for each task.

The Project Management Plan will be the basis against which project status and progress will be measured and reported.

**Task 1.3 - Tracking System / Project Progress Report:** UltraSystems' Project Manager will set up a monthly tracking / reporting system. The tracking system will provide an on-going status report that details the progress of the project and provides the means to keep the project on schedule. The main component of the tracking / reporting system will be an overall project progress report. The project progress report will identify any potential cost overruns and provide the best means to maintain the project's budget. The project progress report will include:

- A discussion of the progress of the work completed and the work remaining by task,
- A discussion of unforeseen issues,
- An updated project schedule,
- An action plan to put the project back on schedule, should it slip,
- An accounting of costs for each task,
- An action plan to get the project back on budget, and
- Staffing revisions.

**Task 1.4 - Project Team Meetings:** UltraSystems' Project Manager along with each subconsultant team leader will attend monthly Technical Advisory Committee (TAC) meetings. The project status report will be presented and discussed at each TAC meeting. Additional status reports shall be presented to SANBAG staff at key milestones and as necessary during the project. An UltraSystems' staff member will also attend each TAC meeting to take the minutes of the meeting, and will be responsible for circulating the meeting minutes for review to the SANBAG project manager within two weeks following each TAC meeting.

**Task 1.5 - Quality Control Review:** UltraSystems' Project Manager is responsible for quality control review of all in-house and subcontractor work products prepared for inclusion in the Draft and Final EIR prior to submittal to the SANBAG project manager for review. In the event SANBAG's project manager requests changes to the document, UltraSystems' Project Manager and public outreach lead will be available as necessary to meet with the SANBAG project manager to review and update the work product. UltraSystems' Project Manager will also be available to receive SANBAG review and concurrence on work products. Comments that address subcontractor work products will be made available to them so they can revise their documents. UltraSystems' Project Manager will be responsible for ensuring all revisions are made to the Draft and Final EIR, based on comments from SANBAG.

**Task 2        Environmental Constraints Identification and Initial Study/Notice of Preparation**

**Task 2.1 - Constraints Analysis:** Using the candidate alignments as provided by Caltrans, UltraSystems will prepare a constraints analysis that will identify all environmental resources that should be avoided along the alignments. A goal of the constraints analysis is to contact the affected property owners and federal/State resource agencies early in the environmental process, and allow them the opportunity to identify any fatal flaws. The concerns raised during this early consultation process will allow Caltrans to refine the proposed alignments prior to the initiation of the Program EIR. The consultant shall notify and obtain the concurrence of the SANBAG Project Manager prior to making independent contact with partner agencies, community members, resource agencies, and other stakeholders.

**Task 2.2 - Notice of Preparation / Initial Study (NOP/IS):** UltraSystems will prepare the NOP/IS for the proposed project; it will be prepared as a single document. The NOP/IS will be prepared pursuant to Section 16063 of the *State CEQA Guidelines*. The NOP document will include the following:

- A description of the proposed action;
- The name of the lead agency contact and phone number;
- A description of the project alternatives including the location of the project;
- A description of the proposed project's environmental setting;
- A description of the proposed scoping process including the time and place of the scoping meeting(s);
- An identification of environmental effects by using the standard CEQA checklist methodology;
- A discussion of the ways to mitigate the significant effects identified, if known;
- An examination of whether the proposed project would be consistent with existing zoning, General Plans, and other applicable land use controls; and
- The name of the person or persons who prepared or participated in the Initial Study.

UltraSystems will prepare all appropriate descriptions and exhibits of the proposed project. The project description will include a general discussion of the project limits.

goals and objectives of the proposed improvements, and an overview of the project process. The general scope of the alternatives will also be defined. Exhibits of the project vicinity and environs will be prepared for attachment to the NOP, as appropriate.

As noted, UltraSystems will provide a specific NOP distribution list for this corridor, utilizing and updating existing SANBAG and Caltrans lists. The NOP will be filed with the State Clearinghouse, Office of Planning and Research. The NOP will be distributed to all Responsible Agencies, Trustee Agencies, and all individuals and/or groups that have requested a copy of the document. The NOP will also be placed in local public libraries (Adelanto, Hesperia, and Victorville) and other locations for the public to access. Electronic files will be provided to SANBAG for placement on their webpage. Newspaper notices will be prepared by UltraSystems; however, the responsibility of placement will be SANBAGs. SANBAG will also be responsible for the distribution of the NOP/Initial Study.

### **Task 3      Public and Resource Agency Outreach**

The LA Group's approach to satisfying the scope of public outreach and participation in this process will meet and exceed the requirements of the CEQA. The LA Group recognizes the wisdom of minimizing risk by proactively reaching out to local communities, and to State and federal resource agencies to identify and respond to the issues with which they are concerned, thus allowing this input to guide the decision on the alignment alternatives. The LA Group will ensure that communities along the candidate alignments are afforded the maximum opportunity to review and comment, prior to identifying a preferred alignment. The LA Group understands that to achieve project success in a cost-effective and timely manner we must partner with SANBAG and incorporate through them, the interests of the SANBAG Mountain/Desert Committee, Caltrans, the County of San Bernardino, the cities of Adelanto, Hesperia and Victorville, and community stakeholders to provide information and solicit input, in order to achieve alignment selection and public acceptance of the project.

The LA Group understands that this project will involve a substantial effort to coordinate with and reach out to affected citizens and federal/State resource agencies so that public agencies and private property owners can move forward with a high level of probability that the preferred alignment identified in this program-level EIR is feasible and supportable by subsequent environmental processes. The LA Group proposes to undergo an outreach program that ensures that all agencies identified by SANBAG and all stakeholders and property owners; receive timely notification of meetings and are provided with multiple methods of providing comments.

The LA Group understands that community groups and citizen associations along the corridor will be valuable project participants, serving as a primary vehicle for disseminating information for obtaining input. Participating in the regular meetings of community-based organizations can provide an efficient method of information sharing. Discussions with community leaders will assist in determining the preferred format for information exchange.

**Task 3.1- Scoping Meetings:** Two (2) formal scoping meetings will be held; the LA Group will prepare and facilitate all logistics involved in the formal scoping meetings including:

- coordination of mailing list preparation,
- securing of mailing service
- securing meeting sites,
  - ensuring ADA accessibility,
- securing audio/visual needs
- preparing collateral materials
  - speaker cards,
  - comment sheets,
  - assisting in the development of presentation materials,
  - collateral material translation (as-needed),
  - signage,
- staffing of the meetings
  - live translation/interpretation (as needed)
- securing of transcription services
- wrap-up report for all meetings conducted, to include outreach performed, attendance, meeting program/agenda, presenters and comments received.

**Task 3.2 - Public Outreach:** The LA Group will hold up twelve (12) community meetings. The LA Group will prepare and facilitate all logistics involved in the community meetings, including:

- database development. This database will remain the property of SANBAG.
- advertising – meeting notice – local newspapers,
  - translation of advertising as needed,
- outreach services including direct mail, coordinating door-to-door outreach services (as needed), posting flyers, internet outreach, email blasts,
- securing meeting sites,
  - ensuring ADA accessibility,
- securing audio/visual needs,
- preparing collateral materials
  - flyer development-(meeting notice),
  - translation of flyer – as needed,
- comment sheets,
  - assisting in the development of presentation materials,
  - quarterly fact sheets (3) will be prepared for distribution and posting on SANBAG's website,
  - collateral material translation (as-needed),
  - signage (directional for meetings),
- staffing of the meetings
  - live translation/interpretation (as needed)
- wrap-up report for all meetings conducted, to include outreach performed, attendance, meeting program/agenda, presenters and comments received.

The LA Group will attend two (2) Public Hearings. The LA Group will prepare and facilitate all logistics involved in formal public hearings following release of the DEIR. The LA Group services will include:

- coordination of mailing list preparation,
- securing of mailing service,
- securing meeting sites,
  - ensuring ADA accessibility,
- securing audio/visual needs,
- preparing collateral materials,
  - speaker cards,
  - comment sheets,
  - assisting in the development of presentation materials,
  - collateral material translation (as-needed),
  - signage,
- staffing of the meetings,
  - live translation/interpretation (as needed),
- securing of transcription services,
- wrap-up report for all meetings conducted, to include outreach performed, attendance, meeting program/agenda, presenters and comments received.

In addition to the above, Ultrasystems (and selected subconsultants, if appropriate) will also attend the following

- Up to eight (8) Meetings of the City Council & Board of Supervisors.
- Up to four (4) meetings of The SANBAG Mountain/Desert Committee.

**Task 3.3 - Resource Agency Coordination:** (The following items are mentioned in both Task 3.2 and 3.3. This scope presumes they are one in the same.)

- Materials for scoping meetings,
- Handouts and presentation materials,
- Up-to three fact sheets (also in Task 3.2).

#### **Task 4.0      Preparation of Technical Studies**

For each technical study, a stand alone technical report (draft and final versions) will be prepared. No technical studies will be prepared for public services/utilities and geology because they will be based on General Plan environmental setting data or other data available for the areas within the proposed project limits.

#### **Deliverables**

- Draft and final technical reports, six copies of each, plus electronic media.

**Task 4.1 - Cultural Resources:** CRM Tech will prepare the cultural resources study for the project area. CRM Tech will conduct a records search at the San Bernardino County Museum and other appropriate archeological data sources shall be conducted to determine the location of known archaeological sites and any prehistoric or historic resources that are listed on or eligible for the National Register of Historic Places.

Documentation for compliance with Section 106 of the National Historic Preservation Act shall be completed as part of this task. Section 106 compliance will include records searches for each alignment and field surveys to spot check areas in the vicinity of recorded sites or resources. New site record forms or updates to previous site records shall be performed for up to 100 affected sites. More detailed field surveys providing 100 percent coverage will be required as part of the future construction level documents. The cultural resources study will address archeological, paleontological, and historical resources.

**Task 4.2 - Biological Resources:** UltraSystems staff biologists will prepare a technical report documenting the results of the literature review and field surveys. Biological resources will be studied along at least a 500-foot wide swath that is centered on each of the four alternative alignments; a total of 60 linear miles will be analyzed. The technical report will include a general assessment of biological resources within the four alternative alignments, identify sensitive habitat types, discuss habitat linkage and wildlife corridor issues in the project area, describe sensitive species that may occur within the alignments, and provide maps and other exhibits that show habitats and linkage/corridor locations. UltraSystems staff biologists will perform an overview field survey to identify sensitive habitat areas and areas that may require more detailed field analyses under future studies. UltraSystems staff biologists will perform the following tasks: review literature sources; examine aerial photographs; field surveys; examine biological studies conducted as part of development applications, general plans, and prior transportation studies in the project area; and review available literature sources (California Natural Diversity Data Base, California Native Plant Society's Inventory of Rare and Endangered Vascular Plants of California, and other pertinent sources). The technical report will include a description of all potential significant impacts to biological resources and the mitigation measures that would avoid or reduce the impacts. Preliminary habitat maps will be prepared based on recent aerial photographs and other available sources. UltraSystems staff biologists will also identify any additional focused surveys that may be required for subsequent review of the alternative alignments.

**Task 4.3 - Floodplain Evaluation:** Leighton and Associates will obtain floodplain information from mapping by the Federal Emergency Management Agency and from available data in local General Plans. Leighton will evaluate potential floodplain encroachments for the areas within the corridor right-of-way. Leighton will prepare a Floodplain Evaluation form.

**Task 4.4 - Hazardous Waste:** Leighton will conduct a records search of all appropriate agency databases to determine whether any of the four alignment alternatives would impact known hazardous waste sites. Leighton's staff will conduct field surveys as appropriate to prepare a Hazardous Waste Initial Site Assessment within the corridor being studied.

**Task 4.5 - Socioeconomics:** UltraSystems will prepare a Background Socioeconomic Analysis to determine potential socioeconomic impacts along the four alternative alignments for the US-395 corridor. The Background Socioeconomic Analysis will

provide a description of existing land use, housing, employment, and population conditions in the vicinity of the four alternative alignments. The impact analysis will address the potential impacts on the residential population and local business community within the project study area for each alignment, including land use compatibility impacts associated with the proposed improvements. Discussions on environmental justice, right-of-way displacements, relocation assistance, business impacts, neighborhood cohesion, and fiscal impacts (i.e., estimated loss of property tax and sales tax revenues) will be included. The analysis will also address each alignment's consistency with relevant local, regional, and State regulations and plans. This will include an assessment of potential indirect and cumulative effects of the proposed US-395 realignment.

**Task 4.6 - Parklands and Recreation:** UltraSystems will identify all public parklands and historic sites (also see Task 4.1) within the alternative alignment's right-of-way. The effects of the project on the parklands and historic sites will be evaluated.

**Task 4.7 - Traffic:** Katz Okitsu and Associates (KOA) will assist UltraSystems for accumulating the scope elements related to traffic study and the roadway realignments. For the traffic analysis work being completed under the Victor Valley Area Transportation Study (VVATS) project KOA will assign a group of qualified staff that will provide independent review of this study for inclusion in the environmental document. It is understood that VVATS will provide the traffic data and sufficient level of analysis to establish the basis for lanes needed for the freeway and the proposed interchanges. Specific interchange "footprints" will be developed as a part of the VVATS study. KOA will review the available information for design standard verification and assemble the data in a format ready to insert into the Draft EIR so that impacts of these interchanges are readily discerned for the purpose of environmental analysis.

Caltrans is responsible for preparing the alignments for SR 395. KOA possesses strong alignment design skills and will take the lead in coordinating and obtaining this information from the Caltrans staff. KOA is familiar with engineering design issues for freeways and roadways, therefore they will be able to lead this effort thus creating efficiency and accelerating the project goal achievements. KOA understands that Caltrans is interested in designing the alternative alignments for US 395 from I-15 to SR 58. However, the scope of this study only covers the section of US 395 between I-15 in Hesperia to north of Desert Flower Road in Adelanto. KOA will obtain the relevant information, and review and assemble it in a format so that it can readily be discerned for the purpose of environmental analysis.

Specific Task activities for KOA will include:

- Project Coordination including Team Meetings
- Coordinate and obtain VVATS information
- Review and summarize VVATS study
- Obtain, Review and Study interchange footprints from VVATS Study
- Coordinate and obtain information related to US 395 realignment
- Review and Study the realignment design



- Participate in the Outreach Program including development of design exhibits.

**Task 4.8 - Air Quality:** UltraSystems will conduct technical assessments of the air quality impacts of each of the proposed alternatives, during both the construction and operational phases. The principal pollutants of concern will be carbon monoxide (CO) and respirable particulate matter (PM<sub>10</sub>). Although the project is within the jurisdiction of the Mohave Desert Air Quality Management District, that agency does not have its own guidelines for performing air quality assessments under CEQA. The air quality analysis will therefore be performed in accordance with the South Coast Air Quality Management District's (SCAQMD's) *CEQA Air Quality Handbook*. The California Air Resources Board's EMFAC2002 emission factor model will be used to estimate carbon monoxide (CO) and respirable particulate matter (PM<sub>10</sub>) emissions, given projections of traffic volumes and vehicle characteristics, for various future years. The UC Davis Institute of Transportation Studies *Transportation Project-Level Carbon Monoxide Protocol* will be used when estimating CO concentrations. Dispersion modeling will be conducted with the Caltrans CALINE4 line source model.

The air quality assessment will address emissions from all criteria pollutants during the construction and operational phases, changes in regional pollutant emissions due to changes in vehicle miles traveled (VMT), and microscale carbon monoxide concentrations at critical locations, e.g. major intersections likely to be affected by the project. UltraSystems assumes that a maximum of 10 study intersections will be analyzed for each alternative.

**Task 4.9 - Noise:** Although the EIR will be a program-level, corridor-focused document, SANBAG has requested that a noise study be prepared for the corridor to document the existing and future noise levels along each alignment, identify impacts to sensitive receptors and estimate impact mitigation requirements. UltraSystems will perform the noise study in accordance with the Traffic Noise Analysis Protocol for Type I projects.

**Management and Coordination:** The project will require frequent coordination between the UltraSystems Team members throughout the course of the project. This will include project meetings, progress reports and coordination with various stakeholders for the US-395 realignment.

**Initial Study:** UltraSystems will prepare the noise section for the Initial Study.

**Technical Noise Study:** UltraSystems will perform the noise study in accordance with the Traffic Noise Analysis Protocol for Type I projects and the Technical Noise Supplement (TeNS).

**Work Plan:** The first task will be to develop a Work Plan that will be submitted to SANBAG for approval. The work plan will identify measurement equipment, measurement procedures, proposed measurement locations, traffic modeling assumptions, modeling procedures, abatement analysis procedures, study report description, and identify data needs and proposed schedule.

**Noise Monitoring:** The primary purposes for conducting the noise measurements are to (1) determine the existing ambient and background noise levels to establish the baseline conditions and (2) calibrate the Traffic Noise Model (TNM).

A noise measurement site is a location where noise measurements are taken to determine existing noise levels and verify or calibrate noise prediction model. One 24-hr monitor location and three short-term monitor locations per mile. The selection of measurement locations is based on the following criteria:

- Locations expected to receive the highest noise impacts, such as the first row of houses next to the highway.
- Sites which are acoustically representative and equivalent of the area of concern.
- Areas of frequent human use where lower noise level would be of benefit.
- Sites clear of major obstruction and contamination.

UltraSystems will document traffic volumes and traffic speeds on the highway and or major streets during the measurement period. The traffic count will be used to calibrate the noise model for at least 10 locations. Pictures will be taken to document exterior conditions of each building. Results of the measurements will be tabulated and their locations will be graphically shown on an aerial photo and on layout drawing provided by Caltrans. Pictures taken in the field of the existing conditions will be downloaded and annotated as appropriate to document measurement locations and conditions between monitor location and roadway. In addition to calibrating the noise model, the results of these measurements will be used to determine which houses are exposed to existing traffic noise levels of 75 dBA or higher.

**Noise Modeling:** The Traffic Noise Model (TNM) will be used to analyze worst-case noise impact for the no build and a build condition. The modeling will identify impacts to sensitive receptors and where noise abatement should be considered to reduce noise impacts. Noise abatement requirements will be estimated.

**Draft Technical Report:** A draft Noise Study Report will be prepared that describes the findings of the field investigations, noise modeling, and barrier analysis as per the format outlined in Section N-7100 of the TeNS manual. The report and results will be prepared in the International System of Units (SI). The report will provide tables, figures, and graphs showing the results of the study.

All measured receivers and modeled receivers will be clearly shown and identified in the survey topographic maps or aerial photographic maps. The noise impact mitigation requirements will be estimated. The location of mitigation in the form of soundwall will be shown on topographical maps and the estimated soundwall heights will be presented in tabular format.

**Final Technical Report:** Comments received from agency review will be reconciled and incorporated into the EIR.

**Task 4.10 - Visual:** UltraSystems will prepare a preliminary visual analysis that will

address potential visual impacts of each alternative alignment. While a detailed visual analysis following the FHWA Visual Impact Assessment Guidelines for Highway Projects is not applicable at this stage of project development (but would be appropriate at the time a construction-level environmental document is prepared) UltraSystems will approach the visual analysis from a similar perspective. The visual analysis will describe the existing visual characteristics of the area surrounding each alternative alignment and will identify any significant visual resources. The potential visual impacts from implementation of project will be evaluated through the use of ground level photographs from viewpoints near the project site. Impacts shall be assessed in terms of modifications to landforms and other visual features, as well as any light and glare that may result from project implementation.

**Task 4.11 - Geotechnical/ Subsurface/ Seismic Activity:** Leighton will prepare the geology and geotechnical setting section of the environmental document based on information available in the General Plans of the adjacent cities and the County. Reference data related to geologic and geotechnical conditions collected in the baseline analysis phase will be reviewed. These records will be compiled and pertinent geotechnical hazards and design criteria developed. Leighton will not conduct visual geotechnical investigations. Actual soil sampling, drilling and testing of materials for engineering properties is not necessary at this stage.

Information will be developed that is suitable for support of the environmental document. Issues that may be addressed in the preliminary geotechnical review include:

- General subsurface conditions
- Seismic hazards
- Maximum credible earthquake and rock acceleration
- Magnitude of the maximum credible event
- Names of the potential causative faults and their distances from the site
- Depth to rock-like material
- Liquefaction potential
- Erodability potential
- Slope stability

**Task 4.12 - Public Services and Utilities:** UltraSystems will prepare the public services and utilities section of the environmental document based on information available in the General Plans of the adjacent cities and the County. Information will be developed that is suitable for support of the environmental document.

## **Task 5        Screencheck Draft EIR**

**Task 5.1 - Environmental Analysis:** UltraSystems will prepare the screencheck Program Draft EIR pursuant to CEQA and the *State CEQA Guidelines*. The screencheck Program Draft EIR will address all CEQA mandated topics, and will be prepared using the following approach:

**Task 5.1.1 - Document Preparation:** UltraSystems' staff will prepare the cover title

page, table of contents, technical appendices, and manage the printing of the document.

**Task 5.1.2 - Executive Summary:** UltraSystems' staff will prepare the Introduction, Executive Summary, and cumulative impacts (related projects) sections of the Program Draft EIR. The Executive Summary chapter will be prepared in a manner that will allow it be a stand-alone document; that is, it will contain the following sections:

- Purpose of The Environmental Impact Report (EIR)
- Need For The Proposed Action
- Screening Process of the Alternatives
- EIR Alternatives (including No Project)
- Summary of Environmental Impacts and Proposed Mitigation Measures
- Comparison of the Alternatives
- Comments and Coordination
- Previously Stated Areas of Controversy
- Resolution of Issues to be Resolved
- Use of the Environmental Document

**Task 5.1.3 - Purpose and Need:** A Purpose and Need statement will be prepared for inclusion as a freestanding chapter in the Program Draft EIR. It will clearly define the respective alternative corridors and define the mobility problems with respect to the project alternatives.

The existing US-395 corridor and transportation facilities will be inventoried and defined to establish a framework for identification of circulation/mobility problems. The constrained capacities of the existing transportation system will be defined. Any transit capacity within the corridor will be identified and its' associated affect on traffic volumes projections accounted for in the analyses. KOA will work with the Ultrasystems Project Team to fully develop a clear and specific purpose and need for the proposed project. KOA will review and provide comments and support for up to three iterations of the draft purpose and need statement.

The Purpose and Need Statement will provide a compelling, clear document, which highlights the transportation challenges and issues in this corridor. Such analysis will include data related to highway congestion, socio-demographics, level and quality of transit service, and other key factors as coordinated with SANBAG staff.

**Task 5.1.4 - Alternatives Considered:** This section will provide a description of each of the alternative alignments plus the No Project Alternative. It will include exhibits and tables as necessary to fully describe and explain each alternative.

#### **Task 5.1.5 - Affected Environment and Environmental Consequences**

**Task 5.1.5.1 - Land Use:** UltraSystems will analyze the land use impacts of each alternative using a methodology developed with SANBAG. Existing land uses as well as relationship to each current City and regional plans will be described and analyzed. Mitigation measures will be developed to address environmental impacts.

UltraSystems will evaluate and analyze specific characteristics of the Victor Valley area as they affect and will be affected by the proposed US-395 realignment.

**Task 5.1.5.2 - Land Acquisition/Displacement and Relocation:** UltraSystems will prepare this section, if necessary. Impacts to property owners and occupants would occur when a parcel of private property is acquired and results in the displacement of a residence or business. Impacts may also occur when a business is displaced from a property that is currently leased.

**Task 5.1.5.3 - Cultural Resources:** UltraSystems will incorporate the information contained in the Cultural Resources Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.4 - Biological Resources:** UltraSystems will incorporate the information contained in the Biological Resources Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.5 - Floodplain Evaluation:** UltraSystems will incorporate the information contained in the Floodplain Evaluation Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.6 - Hazardous Waste:** UltraSystems will incorporate the information contained in the Hazardous Waste Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.7 - Parklands and Recreation:** UltraSystems will incorporate the information contained in the Parklands and Recreation Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.8 - Traffic:** UltraSystems will incorporate the information contained in the Traffic Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.9 - Air Quality:** UltraSystems will incorporate the information contained in the Air Quality Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.10 - Noise:** UltraSystems will incorporate the information contained in the Noise Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.11 - Visual:** UltraSystems will incorporate the information contained in the Visual Technical Study into this section of the Program Draft EIR.

**Task 5.1.5.12 - Geotechnical/ Subsurface/ Seismic Activity:** UltraSystems will prepare this section based on the information Leighton identifies based on information available in the General Plans of the adjacent cities and the County.

Task 5.1.5.13 - **Public Services and Utilities:** UltraSystems will prepare the public services and utilities section of the environmental document based on information available in the General Plans of the adjacent cities and the County. Information will be developed that is suitable for support of the environmental document.

Task 5.1.5.14 - **Cumulative Impacts:** This chapter of the Draft EIR will describe the cumulative impacts associated with each of the environmental issues analyzed in the main body of the document.

Task 5.1.5.15 - **Growth Inducing Impacts (Plus Other Impact Considerations):** This section of the Program Draft EIR will meet the requirements of Section 15126(d) of the *State CEQA Guidelines*. This section will discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. The analysis will include whether this project would remove obstacles to population growth. This section will address if the increase in the population would tax the existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. This section will also discuss the possibility of whether this project could encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It will not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Other CEQA required sections that will be addressed in the Program Draft EIR include:

**Significant Environmental Effects of the Proposed Project.** This section of the Program Draft EIR will meet the requirements of Section 15126(a) of the *State CEQA Guidelines*. The Program Draft EIR will specifically identify the significant impacts of the proposed project in this section.

**Significant Environmental Effects Which Cannot be Avoided if the Proposed Project is Implemented.** This section of the Program Draft EIR will meet the requirements of Section 15126(b) of the *State CEQA Guidelines*. This section will describe any significant impacts, which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications and the reasons why the project is being proposed, notwithstanding their effect, will be described.

**Significant Irreversible Environmental Changes.** This section of the Program Draft EIR will meet the requirements of Section 15126(c) of the *State CEQA Guidelines*. This section will describe:

- The uses of nonrenewable resources during the initial and continued phases of the project that may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely.
- Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses.

- Also irreversible damage that can result from environmental accidents associated with the project.
- Irretrievable commitments of resources will be evaluated to assure that such current consumption is justified.

**Task 5.1.6 - Environmental Determination:** UltraSystems and all Project Team members will, when appropriate, utilize information from previously prepared environmental studies for this corridor. UltraSystems' documents are written in plain language, they use sufficient exhibits too ensure ease of understanding, they are analytic not encyclopedic, they follow a clear format, and they incorporate by reference as appropriate.

## **Task 5.2 - Agency Review**

**Task 5.2.1 - First Screencheck Program Draft EIR to SANBAG:** UltraSystems' staff will prepare and deliver to SANBAG fifteen (15) bound copies of the first screencheck copy of the Program Draft EIR for its review and comment.

**Task 5.2.2 - Revise the Screencheck Program Draft EIR per SANBAG Comments:** The UltraSystems Project Team members will make the requested changes to the Program Draft EIR.

**Task 5.2.3 - Second Screencheck Program Draft EIR to SANBAG:** UltraSystems' staff will prepare and deliver to SANBAG fifteen (15) bound copies of the second screencheck copy of the Program Draft EIR for its review and comment.

**Task 5.2.4 - Revise the Screencheck Program Draft EIR per SANBAG Comments:** The UltraSystems Project Team members will make the requested changes to the Program Draft EIR.

## **Task 6        Draft EIR**

**Task 6.1 - Prepare Notices (NOC):** After SANBAG approves the Program Draft EIR UltraSystems' staff will prepare the NOC and submit it to SANBAG for their approval. UltraSystems will file the NOC with the Clerk of the Board and will Fed EX it to the Office of Planning and Research (OPR) along with fifteen (15) copies of the Program Draft EIR plus one electronic file.

In accordance with applicable CEQA requirements, SANBAG is required to make diligent efforts to involve the public and affected governmental agencies in the project's environmental analysis. UltraSystems will work cooperatively with SANBAG staff in the preparation of a legal notice of Draft EIR availability, as required under Section 15087(a)(1) of the CCR. The cost of publishing the notice in a local paper(s) is not included in the cost estimate.

**Task 6.2 - Disseminate the Draft EIR:** Upon concurrence of an updated distribution

list, UltraSystems will disseminate the Program Draft EIR to those agencies, organizations, and individuals required to receive notice. All mailing will be via certified mail (return receipt requested) and proof of deliveries will be assembled and provided to SANBAG to document compliance. UltraSystems will print twenty-five (25) copies of the Program Draft EIR and will prepare a pdf version that can be downloaded on web sites.

**Task 6.3 - Attendance at Public Hearings During the Draft EIR Public Review Period:** UltraSystems will attend up to two public hearing to assist SANBAG, local jurisdictions, and Caltrans staff in soliciting and responding to public comments that result from the circulation of the Draft EIR for this project. The location(s) of the meetings will be jointly determined by SANBAG and other participating agencies, with UltraSystems input.

## **Task 7      Final EIR**

**Task 7.1 - Cover, etc.:** UltraSystems will prepare the Cover, Title Page, Table of Contents and Introduction to the Final EIR.

**Task 7.2 - Prepare Responses to Comments:** As noted in the RFP, after the close of the Program Draft EIR, UltraSystems will meet with SANBAG, Caltrans, and local jurisdiction staffs to review comments that have been received by SANBAG and to discuss potential responses to these comments.

Additionally, this task encompasses the preparation of screencheck draft responses to comments received on the Program Draft EIR, either in written form (during the public review period) or orally during Program Draft EIR public meetings. All substantive and relevant comments shall be addressed and organized in a manner to facilitate easy reference and included in the screencheck Response to Comments volume, prepared as a stand-alone document separate from the Program Draft EIR or integrated therein as an annotated Program Final EIR. The screencheck Response to Comments volume will include a written response to all comments, as well as a copy of each written comment in its original form. The screencheck Response to Comment volume shall include an introduction describing the document's contents, statutory authority, and relationship to the Program Draft EIR. Each comment will be identified and classified by topic (e.g., federal, State, County, and local agencies; private organizations; and interested individuals).

The number and substance of comments vary greatly from project-to-project. As a result, UltraSystems has allocated a specific number of labor hours to this task assignment. Should the number or substance of comments exceed this budget allocation, a revised not-to-exceed budget shall be developed and submitted to SANBAG.

The UltraSystems Project Team members will assist UltraSystems in preparing response to comments on their particular sections of the Program Draft EIR. Up to 10 substantial comments per team member are included in our estimate.



**Task 7.3 - Prepare Errata Pages:** UltraSystems will prepare errata pages for those pages of the Program Draft EIR that require updating due to the comments received.

**Task 7.4 - Mitigation Monitoring and Reporting Program:** UltraSystems will prepare a draft Mitigation Monitoring and Reporting Program, pursuant to Section 21081.6 of the Public Resources Code. The monitoring program shall specify: (1) the responsibility for implementation; (2) the timing for implementation; (3) the mechanisms of monitoring activities, including the frequency, contact, and format for reporting requirements; and (4) the content, requirements, and ultimate disposition of a Final Mitigation Reporting and Monitoring Report. UltraSystems shall assist the SANBAG in soliciting and incorporating the views of Responsible Agencies regarding the scope and the appropriate aspects of the monitoring and reporting program.

**Task 7.5 - First Screencheck Pre-Final EIR to SANBAG:** UltraSystems' staff will prepare and deliver to SANBAG, Caltrans, and the local jurisdictions up to fifteen (15) bound copies of the first screencheck copy of the Pre-Final EIR for review and comment.

**Task 7.6 - Revise the First Screencheck Pre-Final EIR per SANBAG and Other Comments:** The UltraSystems Project Team members will make the requested changes to the Program Final EIR per the comments received from SANBAG, Caltrans, and the local jurisdictions.

**Task 7.7 - Second Screencheck Pre-Final EIR to SANBAG:** UltraSystems' staff will prepare and deliver to SANBAG up to fifteen (15) bound copies of the second screencheck copy of the Program Final EIR for review and comment.

**Task 7.8 - Revise the Second Screencheck Pre-Final EIR per SANBAG Comments:** The UltraSystems Project Team members will make the requested changes to the Program Final EIR.

**Task 7.9 - Findings of Fact/Statement of Overriding Considerations:** UltraSystems will prepare candidate Findings of Fact (Section 15091, CCR). Based on SANBAG comments, a final set of findings shall be provided for adoption concurrently with the certification of the Final EIR. In the event the Final EIR identifies the continuing existence of significant adverse impacts after mitigation, UltraSystems will draft a Statement of Overriding Considerations for review by SANBAG.

**Task 7.10 - Agency and Public Outreach:** All elements of the Agency & Public Outreach Program will be maintained in support of CEQA requirements by the LA Group, including distribution of project materials, community meetings, government relations, etc., and proactive public outreach efforts will continue through out this entire environmental process.

**Task 7.11 - Print Final EIR:** Once all comments have been received and responded to by UltraSystems, a single check print of the Final EIR will be circulated to SANBAG.

Caltrans, and the local jurisdictions for concurrent review. Following certification of the Final EIR, UltraSystems will reproduce 100 copies of the Final EIR for distribution to those agencies that submitted substantive comments on the Draft EIR. SANBAG will provide for distribution, based on a updated distribution list provided by UltraSystems.

UltraSystems will provide one copy of the Draft and Final EIR to SANBAG on computer disk in a PDF format.

**Task 7.12 - Prepare Notices (NOD, NOA, and De Minimus Finding):** Upon certification of the Final EIR, SANBAG is required to prepare a Notice of Determination (NOD), as required under Section 15094 of the CCR. As required under CEQA, UltraSystems will prepare and file the NOD with the Clerk of the Board within five working days of the date of the SANBAG actions. Additionally, copies of the NOD will also be filed with OPR and transmitted to "any person who has filed a written request for notices with the clerk of the governing body."

UltraSystems will prepare a draft NOA and submit it to SANBAG; however, the responsibility of placement will be SANBAGs. UltraSystems will prepare the De Minimus Finding in accordance with the State Department of Fish and Game requirements and file it with the NOD.

**Task 7.13 - Posting with the County:** UltraSystems shall ensure posting of the NOP, NOC, and NOD at the Office of the County Clerk. A filing fee is required each time, which is paid from our ODC budget. Payment of CDFG fees is the responsibility of SANBAG.

**Task 7.14 - Draft SANBAG Resolution Certifying the EIR and Selecting the Preferred Alternative:** UltraSystems will prepare the Draft SANBAG Resolution Certifying the EIR and Selecting the Preferred Alternative.

**Task 7.15 - Contractor Support During SANBAG Presentations:** All UltraSystems Project Team members will be available to support SANBAG staff during the Final EIR adoption process. UltraSystems will prepare materials and provide staff for attendance at Agency Presentations and Meetings to be held at SANBAG. Two presentations/meetings are assumed. UltraSystems will be prepared to discuss previous project alternatives, new alternatives that have been developed and studied, community objectives and concerns, key corridor transportation issues and the anticipated impacts of the project alternatives.

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority  
■ San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

***Minute Action***

AGENDA ITEM: 6

**Date:** September 15, 2006

**Subject:** Measure I Renewal Expenses related to Registrar of Voters and Legal Counsel

**Recommendation:\*** Receive report on final accounting of expenses related to Measure I Registrar of Voters charges and legal counsel for the Sierra Club litigation.

**Background:** On June 1, 2005, the Board of Directors approved the allocation of expenses for Measure I renewal related to Registrar of Voters charges for placing the Measure on the ballot and for legal counsel related to the Sierra Club litigation. The allocation called for proportional payment of expenses between the Valley (80%) and the Mountain/Desert (20%), based upon the ratio of Measure I revenue generation in the subareas.

All expenses related to the Registrar of Voters charges were initially funded by Valley Measure I Major Projects funds. Each Mountain/Desert jurisdiction's proportional share of the Registrar of Voters charges were withheld from the June 2005 Measure I local pass-through distribution totaling \$161,232. (The total Registrar of Voters fee was \$806,161: Mountain/Desert share of \$161,232 and Valley share of \$644,929.) The reconciliation related to legal fees was deferred until final costs from the litigation were available.

Reconciliation of all legal fees associated with the Sierra Club litigation on Measure I renewal has been finalized. Legal fees for services from Best, Best and Krieger; Bingham McCutchen; and San Bernardino County Counsel related to the Sierra Club litigation in 2004, 2005 and 2006 total \$231,623. An analysis of the

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*Approved  
Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:*

*Second:*

*In Favor:*

*Opposed:*

*Abstained:*

*Witnessed:* \_\_\_\_\_

expenses has concluded that both the Valley and Mountain/Desert share of legal expenses related to Measure I renewal litigation have been fully funded, based upon the approved proportional shares, within the approved budgetary authority during the period from August 2004 to June 2006.

This item fulfills the Board of Directors direction to report on the allocation of expenses related to legal fees and to insure that expenses for Registrar of Voters and legal services are paid proportionally among the Valley (80%) and the Mountain/Desert (20%). Staff has concluded that all aspects of payment of expenses have now been concluded.

***Financial Impact:*** This item has no immediate impact upon the adopted budget. This item reports on the payment of expenditures in prior budget years.

***Reviewed By:*** This item is scheduled for review by the Mountain/Desert Committee on September 15 and by the Plans and Programs Committee on September 20, 2006.

***Responsible Staff:*** Deborah Robinson Barmack  
Director of Management Services

- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
- San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies

## *Minute Action*

AGENDA ITEM: 7

**Date:** September 15, 2006

**Subject:** Statement by Elected Representatives on Goods Movement as an Overriding Priority

**Recommendation:**\* Information only.

**Background:** Out of concern for the importance of goods movement to the economic future of the San Bernardino and Riverside Counties, the historic threat of being considered to be of secondary importance in relation to coastal interests, and the impact of goods movement on our environmental quality and communities, Mayor Loveridge of Riverside convened a meeting of several individuals active in Southern California goods movement planning to explore issues of coordination and leadership among the numerous ongoing freight-related initiatives in Southern California. Out of this discussion emerged a desire to:

- 1) craft a statement that reflects Inland local governments' understanding of the critical nature of these issues, and
- 2) increase recognition of the Inland Counties' position and essential role in the Southern California National Freight Gateway.

SANBAG staff was consulted on both the crafting of the statement and on the strategy to elevate the issue to prominence – a signing ceremony by officials from all Inland local governments against a backdrop of the West San Bernardino

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*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

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Intermodal Facility. The statement is consistent with the direction taken by the Multi-County Goods Movement Action Plan effort among the County Transportation Commissions, SCAG, and Caltrans, as well as the state's Goods Movement Action Plan. It should be noted that at no time were these activities described as a "demonstration...that could shut down a major San Bernardino street" as was reported by the press; in fact, use of the street was requested and approved through normal channels. Because of SANBAG's proximity to the venue, staff has offered use of the lobby for restroom facilities and refreshments.

**Financial Impact:** This item has no significant impact on the approved Fiscal Year 2006-2007 SANBAG Budget.

**Reviewed By:** This item will be reviewed by the Mountain/Desert Policy Committee on September 15, 2006 and the Plans and Programs Policy Committee on September 20, 2006.

**Responsible Staff:** Ty Schuiling, Director of Planning and Programming

## *Minute Action*

AGENDA ITEM: 8

**Date:** September 15, 2006

**Subject:** Quarterly Administrative Report on SANBAG Federal Funding Programs

**Recommendation:\***

- 1) Receive report on quarterly reporting and obligation status.
- 2) Adopt a finding of compliance with obligation requirements for all affected agencies.

**Background:**

Assembly Bill 1012 requires SANBAG to monitor and report to Caltrans on the use of Congestion Mitigation and Air Quality (CMAQ), Regional Surface Transportation Program (RSTP), and Regional Transportation Enhancement (TE) funds apportioned to San Bernardino County and allocated by the SANBAG Board. Federal funds apportioned to SANBAG are eligible for obligation for three years. Obligation refers to a commitment by the FHWA to reimburse an agency for an authorized amount of federal funds for a specific project. After three years, unobligated apportionments are subject to reprogramming and loss to SANBAG and its member agencies.

Because of SANBAG's requirement to manage the timely use of funds to avoid loss of funding pursuant to the provisions of AB1012, the SANBAG Board established a protocol that requires recipients of federal funds allocated by SANBAG to enter into contracts with SANBAG. These contracts include a description of the scope of the approved project, the amount of federal fund allocation, and the schedule of project implementation. In addition, the terms of the contracts require federal fund recipients

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*Approved*  
*Mountain/Desert Committee*

*Date:* \_\_\_\_\_

*Moved:* \_\_\_\_\_ *Second:* \_\_\_\_\_

*In Favor:* \_\_\_\_\_ *Opposed:* \_\_\_\_\_ *Abstained:* \_\_\_\_\_

*Witnessed:* \_\_\_\_\_

to submit quarterly progress reports on their projects to SANBAG until completion of the project. In accordance with adopted SANBAG policy, failure to comply with any provision of the contract constitutes grounds for revocation and reallocation of the funding by action of the SANBAG Board pursuant to the protocol specified in each contract.

#### **Quarterly Reporting Status**

Tables 1 – 4 summarize the projects to which funds were allocated, their quarterly reporting history, and the status of the project. All agencies required to report to SANBAG on the status of their projects submitted quarterly reports by July 15<sup>th</sup> as required by the terms of their contract.

#### **Obligation Status**

As mentioned earlier, federal funds are available for obligation for three years from the date of apportionment. Therefore, unobligated balances from federal apportionments through fiscal year 03/04 will be subject to reprogramming in November 2006. According to project schedules submitted in the project status reports, agencies are anticipating obligation of approximately \$24.4 million CMAQ (combined total MDAB and SCAB) and \$1.8 million STP by November 2006. Therefore, staff does not expect any CMAQ or STP funds to be subject to reprogramming in December, as indicated by the negative amounts shown in each table under "Expected Amount Subject to Reprogramming 11/06".

Please note that TE funds are now administered through the STIP. The obligation deadline, therefore, is in June each year, consistent with the State fiscal year. Any programmed funds not obligated will lapse and be unavailable to San Bernardino County until the 2008 STIP programming cycle.

***Financial Impact:*** Funding for SANBAG's monitoring of local assistance project status is consistent with the adopted SANBAG Budget Task No. 37307000. The absence of critical project status and progress information provided in quarterly reports could result in SANBAG's inability to assure timely obligation of funds to avoid loss to the agency and its members.

***Reviewed By:*** This item will be reviewed by the Mountain Desert Committee on September 15, 2006 and the Plans and Programs Committee on September 20, 2006.

***Responsible Staff:*** Ty Schuiling, Director of Planning and Programming



**TABLE 1**  
**Congestion Mitigation and Air Quality Program Status**  
**Mojave Desert Air Basin**

**Quarterly Reporting Status**

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2008 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	Adelanto/Auburn/Jonathan Paving	01-052	12/06/00	\$224,000	\$0	Apr-06	Jul-06	*	Jan-06	RFA3 to be submitted 8/07
Barstow	1st Av @ Irwin Rd Realignment	00-085	01/05/00	\$265,000	\$265,000	C	C	C	C	Project obligated 8/05
Barstow	UN/CNG Natural Gas Fueling Station	00-077	04/02/03	\$1,587,823	\$1,587,573	C	C	C	C	Project obligated 8/05
Barstow Transit	Purchase Replacement Alt Fuel Paratransit Vehicles	00-081	02/07/01	\$1,863,244	\$1,863,244	C	C	C	C	Project obligated 5/03
Barstow Transit	Paratransit Vehicle Replacement - Gas	20040701	08/06/03	\$613,846	\$188,646	Apr-06	Jul-06	*	Jan-06	\$100,000 to be obligated in FY05/06
Barstow Transit	Purchase Replace Alt Fuel Paratransit Vehicles	20020140	08/06/03	\$983,000	\$276,000	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
Barstow Transit	Paratransit Vehicle Expansion	20040821	08/06/03	\$191,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds to be obligated in FY05/06
Barstow Transit	Bus System - 27 Passenger Replacement Alt Fuel	20041303	08/06/03	\$1,142,000	\$0	Apr-06	Jul-06	*	Jan-06	All funds programmed in future years
Barstow Transit	Bus System - Expansion Bus - 35' Alt Fuel 06-2	20041301	10/05/05	\$673,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds to be obligated in FY05/06
MBTA	Replacement Paratransit Vehicles - Gas	20040811	08/06/03	\$616,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(28 passen	20040812	08/06/03	\$327,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
MBTA	Deviated Fixed Route Vehicle Replace - Alt Fuel(33 passen	20040813	08/06/03	\$269,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
MBTA	Purchase Replacement Alt. Fuel Paratransit Vehicles	00-082/01-083	02/07/01	\$2,460,974	\$2,460,974	C	C	C	C	Project fully obligated
SB County	Purchase Replacement Alt. Fuel Paratransit Vehicles	20020808	08/06/03	\$371,000	\$370,941	C	C	C	C	Project obligated 4/05
SB County	Larrea Rd Paving	00-086	12/06/00	\$569,530	\$569,972	C	C	C	C	Project obligated 7/05
SB County	Mesquite St Paving	00-087	12/06/00	\$534,880	\$534,781	C	C	C	C	Project obligated 8/05
Victorville	Park & Ride at Victor Valley College	01-048	12/06/00	\$931,987	\$102,000	Apr-06	Jul-06	*	Jan-06	RFA3 to be submitted 10/06
Victorville	I-15/Amargosa Park-n-Ride Lot Expansion	00-107	02/02/00	\$653,728	\$80,000	Apr-06	Jul-06	*	Jan-06	RFA3 to be submitted 7/06
VVTA	Replace Alt. Fuel Paratransit Vehicles	SBD41114	08/06/03	\$1,137,000	\$0	Apr-06	Jul-06	*	Jan-06	All funds programmed in future years
VVTA	Replacement CNG Buses	SBD41084	08/06/03	\$3,498,750	\$1,020,350	Apr-06	Jul-06	*	Jan-06	All funds programmed in future years
VVTA	Replace Alt. Fuel Paratransit Vehicles	00-084	02/07/01	\$1,952,273	\$1,952,273	C	C	C	C	\$2,479,000 to be obligated in FY05/06
VVTA	Replacement CNG Buses	00-083	02/07/01	\$3,288,524	\$3,288,124	C	C	C	C	TEA-21 funds obligated
<b>TOTALS</b>				<b>\$23,833,388</b>	<b>\$14,381,878</b>					TEA-21 funds obligated

**Obligation Status**

Fiscal Year 05/06:				Fiscal Year 06/07:			
Apportionment Subject to Reprogramming	\$5,095,305	Apportionment Subject to Reprogramming	\$4,844,926				
Obligated Amount to Date*	\$3,816,411	Obligated Amount for FY06/07	\$0				
Additional Obligation Scheduled by 11/06	\$964,000	Additional Obligation Scheduled by 11/07	\$4,087,715				
Expected Amount Subject to Reprogramming 11/06	\$314,894	Expected Amount Subject to Reprogramming 11/07	\$767,211				
				(Includes amount over-obligated in FY 06/06)			

NOTES:  
 \* - Includes projects with closed contracts and projects funded through Board set-asides  
 \*\*NOTE: Not all SAFETEA-LU set-asides have been programmed yet. All funds will be programmed prior to reprogramming deadlines.  
 C - Project Completed/Canceled  
 RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

**TABLE 2**  
**Congestion Mitigation and Air Quality Program Status**  
**South Coast Air Basin**

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2005 Quarterly Reports				Comments
						1	2	3	4	
Chico Hills	Mountain Avenue Traffic Signal Coordination	02-022	08/01/01	\$251,000	\$251,000	C	C	C	C	Project obligated 3/05
Chico Hills	CNG Time-Fill Refueling Stations	02-036	08/01/01	\$88,400	\$88,000	C	C	C	C	Project obligated 8/05
Colton	Alt. Fuel Park-in-Ride One-Stop Facility	00-097	02/02/00	\$0	\$0	C	C	C	C	
Colton	Colton San Bernardino Pedestrian/Bikeway	02-027	08/01/01	\$432,704	\$0	Apr-06	Jul-06	*	Jan-06	Project cancelled by City
Colton	Washington St at Reche Cyn & Hurts Ln Mitigation	00-102	02/02/00	\$400,000	\$60,000	Apr-06	Jul-06	*	Jan-06	RFA3 to be submitted 12/06
Fontana	Sierra Ave/Mulberry Ave ATMS Ph 1 - Communications	02-038	08/01/01	\$2,590,000	\$2,590,000	C	C	C	C	RFA3 to be submitted 1/07
Highland	5th Street Signal Interconnect	02-032	08/01/01	\$209,000	\$209,000	C	C	C	C	Project obligated 10/03
Highland	Base Line Road Signal Interconnect	02-021	08/01/01	\$96,000	\$96,000	C	C	C	C	Project obligated 8/05
Highland	Palm Avenue Signal Interconnect	02-029	08/01/01	\$57,000	\$57,000	C	C	C	C	Project obligated 2/04
Loma Linda	Anderson St/Spacelande Av Signal Interconnect	00-592	02/02/00	\$105,740	\$105,000	C	C	C	C	Project obligated 2/03
MARTA	Big Bear Visitors Trolley	02-039	08/01/01	\$274,442	\$274,442	C	C	C	C	Project obligated 5/03
MARTA	Replacement Paratransit Vehicle Purchase	200423	08/06/03	\$1,060,000	\$335,972	Apr-06	Jul-06	*	Jan-06	\$282,000 to be obligated in FY05/06
MARTA	Replacement Buses - Alt Fuel	200424	08/06/03	\$1,265,000	\$0	Apr-06	Jul-06	*	Jan-06	\$273,000 to be obligated in FY05/06
Montclair	Bus System - Operating Assistance	S8041055	08/06/03	\$80,000	\$0	Apr-06	Jul-06	*	Jan-06	\$40,000 to be obligated in FY05/06
Montclair	North Montclair Signal Interconnect	02-033	08/01/01	\$308,700	\$308,700	C	C	C	C	Project obligated 8/03
Montclair	Ranoma Av Grade Separation	00-066	02/02/00	\$1,590,481	\$0	Apr-06	Jul-06	*	Jan-06	RFA2 to be submitted 8/06
Omnitrans	Replacement Paratransit Vehicles for Access Fleet	20040211	08/06/03	\$3,325,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
Omnitrans	Bus Replacement - Alt Fuel	S8090105	08/06/03	\$5,795,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
Rancho Cucamonga	Base Line Road Signal Synchronization	02-020	08/01/01	\$100,000	\$100,000	C	C	C	C	Project obligated 5/03
San Bernardino	East Valley LNG/CNG Fueling Facility	02-024	08/01/01	\$911,859	\$911,799	C	C	C	C	Project obligated 7/06
San Bernardino	Washington Street at Waterman Avenue Traffic Signal	02-035	08/01/01	\$105,000	\$105,000	C	C	C	C	Project obligated 8/03
San Bernardino	Metrolink Parking Structure	20020802	08/06/03	\$7,139,000	\$531,000	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
SB County	Cresline Commuter Park and Ride Lot	02-028	08/01/01	\$354,119	\$355,000	C	C	C	C	Project obligated 7/05
SB County	San Bernardino Avenue Traffic Signal/Synchronization	02-023	08/01/01	\$2,545,237	\$2,545,237	C	C	C	C	Project obligated 7/05
SB County	Wabash Av @ SH-38 - Install Traffic Signals	00-089	02/02/00	\$173,350	\$173,772	C	C	C	C	Project obligated 8/05
Upland	Upland Metrolink Station - Parking Expansion	20040825	08/06/03	\$2,776,800	\$0	Apr-06	Jul-06	*	Jan-06	Funds programmed in future years
Upland	SP/PE Right-of-Way Bicycle/Pedestrian Trail - Phase II	02-031	08/01/01	\$1,555,053	\$1,555,053	C	C	C	C	Project obligated 5/04
TOTALS				\$33,690,785	\$10,054,976					

Obligation Status

Fiscal Year 05/06:	Fiscal Year 06/07:
Apportionment Subject to Reprogramming	Apportionment Subject to Reprogramming
Obligated Amount to Date*	Obligated Amount for FY06/07
Additional Obligation Scheduled by 11/06	Additional Obligation Scheduled by 11/07
Expected Amount Subject to Reprogramming 11/06**	Expected Amount Subject to Reprogramming 11/07**
	(includes amount over-obligated in FY 05/06)
\$22,521,546	\$15,142,287
\$4,052,460	\$0
23,416,504	\$24,107,155
\$-4,947,418	\$-8,944,568

NOTES:

\* - Includes projects with closed contracts and projects funded through Board set-asides  
 \*\*NOTE: Not all SAFETEA-LU set-asides have been programmed yet. All funds will be programmed prior to reprogramming deadlines.  
 C - Project Complete/Cancelled  
 RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

**TABLE 3**  
**Regional Surface Transportation Program Status**

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2005 Quarterly Reports				Comments
						1	2	3	4	
Adelanto	El Mirage Rehab & Paving - West City Limits to US395	01-008	10/04/00	\$983,865	\$0	Apr-06	Jul-06	*	Jan-06	RFA3 to be submitted 8/07
Arvin	Linwood Rd Rehab - Commerce Pkwy to 34th West	01-040	10/04/00	\$423,000	\$423,000	C	C	C	C	Obligated 8/16/05
Barstow	East Main St Rehab - Bartow Rd to Muriel Dr	01-039	10/04/00	\$750,828	\$750,828	C	C	C	C	Obligated 8/17/05
Big Bear Lake	Signal at SR18/Big Bear Blvd/Village Dr	01-035	10/04/00	\$495,260	\$495,260	C	C	C	C	\$200,000 contingency for cost overruns obligated 8/10/06
Cotton	Main Solloway Av Intersection Improvements	01-077	02/07/01	\$250,000	\$19,476	Apr-06	Jul-06	*	Jan-06	RFA2 to be submitted 10/06
Fontana	Sierra Av-Baseline to Highland Av-Widen 4-6 Lanes	01-076	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/3/03
Fontana	Foothill Bl. - East Av to Hemlock - Widen 4-6 Lanes	01-079/080	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/04/04
Fontana	Jurupa/Mulberry Intersection Improvements	01-081	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 9/03
Fontana	Baseline-Citrus to Maple - Widen 2-6 Lanes	01-076	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 12/3/03
Highland	5th St - Boulder to SR30 - Widen 2-4 Lanes	01-075	02/07/01	\$870,605	\$0	Apr-06	Jul-06	*	Jan-06	RFA3 resubmitted 6/06
Rialto	Pepper Av-Foothill to Highland-Widen and Extend to 6 Lanes	01-078	02/07/01	\$0	\$0	C	C	C	C	Board reallocated funds to other projects 12/03
San Bernardino	State St-16th St to Foothill-Extend 2 lanes	01-082	02/07/01	\$2,005,000	\$80,000	Apr-06	Jul-06	*	Jan-06	RFA2 to be submitted 4/07
SB County	Needles Hwy-N St to Nevada State Line-Resign, Rehab	01-033	10/04/00	\$2,478,840	\$1,043,975	Apr-06	Jul-06	*	Jan-06	RFA2 to be submitted 6/07
SB County	National Trails Hwy - Passing Lanes	01-038	10/04/00	\$1,807,264	\$310,000	Apr-06	Jul-06	*	Jan-06	RFA2 to be submitted 3/25/05
SB County	Cedar Av Widening PSE - Slover Av to Valley Bl	01-074	02/07/01	\$0	\$0	C	C	C	C	Project cancelled 9/9/04
Twentynine Palms	Two Mile Road Rehab - Sunrise to Lear	01-037	10/04/00	\$0	\$0	C	C	C	C	Project cancelled 9/9/04
Victorville	Bear Valley Rd Rehab - I-15 to Kiowa Rd	01-041	10/04/00	\$3,999,071	\$3,999,000	C	C	C	C	Obligated 8/22/05
<b>TOTALS</b>				<b>\$15,153,774</b>	<b>\$8,121,568</b>					

Obligation Status

Fiscal Year 05/06				Fiscal Year 06/07			
Apportionment Subject to Reprogramming	\$20,047,298	Apportionment Subject to Reprogramming	\$9,506,515				
Obligated Amount to Date*	\$26,510,232	Obligated Amount for FY06/07	\$0				
Additional Obligation Scheduled by 11/06	\$1,870,805	Additional Obligation Scheduled by 11/07	\$24,562,074				
<b>Expected Amount Subject to Reprogramming 11/06 **\$-8,333,839</b>		<b>Expected Amount Subject to Reprogramming 11/07 **\$-15,055,568</b>					
		(includes amount of over-obligated in FY 06/06)					

NOTES:

- \* - Includes projects with closed contracts and projects funded through Board set-asides
- \*\*NOTE: Not all SAFETEA-LU set-asides have been programmed yet. All funds will be programmed prior to reprogramming deadlines.
- C - TEA-21 Funded Project Completed/Canceled
- RFA1 - PSE Request for Authorization; RFA2 - ROW Request for Authorization; RFA3 - CONST Request for Authorization

**TABLE 4**  
**Regional Transportation Enhancement Program Status**

Quarterly Reporting Status

Lead Agency	Project Description	Contract Number	Board Approval	Allocated Amount	Obligated Amount	2005 Quarterly Reports				Comments
						1	2	3	4	
Barstow	I-15/Lenwood Road Landscaping	01-058	12/05/00	\$416,880	\$416,880	C	C	C	C	Obligated 8/16/05
Chino	Chino/Chino Hills Bypass Connector	00-073	01/05/00	\$435,000	\$435,000	C	C	C	C	Obligated 3/05
Colton	Colton San Bernardino Ped/Bikeway Project	02-041	08/01/01	\$719,853	\$60,543	Apr-06	Jul-06	*	Jan-06	RFA3 to be submitted 12/06
Fontana	Fontana Portion of Inland Empire Pacific Electric Trail	200431	10/05/05	\$1,796,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds to be obligated in FY05/06
Rancho Cucamonga	Rancho Portion of Inland Empire Pacific Electric Trail	20020201	10/05/05	\$1,796,000	\$0	Apr-06	Jul-06	*	Jan-06	Funds to be obligated in FY06/07
SB County	Santa Ana River Trail - La Cadenita to Waterman	00-070	01/05/00	\$2,706,213	\$2,706,213	C	C	C	C	Project obligated
SB County	Santa Ana River Trail - Waterman Ave to California St	01-054	12/05/00	\$1,040,060	\$1,040,060	C	C	C	C	Project obligated 8/05
SB County	Lake Gregory Walkway	01-055	12/05/00	\$1,009,360	\$1,009,360	C	C	C	C	Project fully obligated
SB County	Green Valley Lake Museum, Trail, Visitors Center	00-076	01/05/00	\$200,000	\$75,244	C	C	C	C	Project obligated 5/05
Twentynine Palms	National Park Drive Entry Project	00-075	01/05/00	\$91,000	\$91,000	C	C	C	C	Project fully obligated
Upland	SPIPE ROW Bike/Ped Trail	01-056	12/05/00	\$1,566,400	\$1,566,400	C	C	C	C	Project obligated 8/04
Upland	SPIPE Right-of-Way Bicycle/Pedestrian Trail - Phase II	02-031	08/01/01	\$908,000	\$908,000	C	C	C	C	Project obligated 8/04
US Forest Service	Rim of the World Scenic Trail	01-029	01/05/00	\$1,000,000	\$200,000	Apr-06	Jul-06	*	Jan-06	RFA1 to be submitted 8/07
Victorville	Riverwalk Trail	00-071	01/05/00	\$2,212,843	\$10,000	Apr-06	Jul-06	*	Jan-06	RFA1 to be submitted 8/06
<b>TOTALS</b>					<b>\$15,897,209</b>					

Allocation Status

Fiscal Year 05/06:	Fiscal Year 06/07:
Apportionment Subject to Lapse \$7,342,000	Apportionment Subject to Lapse \$3,741,000
Allocated Amount to Date* \$3,410,936	Obligated Amount for FY06/07 \$0
Additional Allocation Scheduled by 7/06 N/A	Additional Allocation Scheduled by 7/07 \$2,545,210
<b>Amount Subject to Lapse 7/06* \$3,931,064</b>	<b>Expected Amount Subject to Lapse 7/07* \$1,195,790</b>

NOTES

\*Note: TE funds not allocated by the CTC in the year programmed will lapse. The funds will be available for programming in the 2006 STIP cycle  
C - TEA 21 Funded Project Complete/Cancelled  
RFA1 - PSE Request for Authorization, RFA2 - ROW Request for Authorization, RFA3 - CONST Request for Authorization

## SANBAG Acronym List

1 of 2

AB	Assembly Bill
ACE	Alameda Corridor East
ACT	Association for Commuter Transportation
ADA	Americans with Disabilities Act
APTA	American Public Transportation Association
AQMP	Air Quality Management Plan
ATMIS	Advanced Transportation Management Information Systems
BAT	Barstow Area Transit
CAC	Call Answering Center
CALACT	California Association for Coordination Transportation
CALCOG	California Association of Councils of Governments
CALSAFE	California Committee for Service Authorities for Freeway Emergencies
CALTRANS	California Department of Transportation
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CMAQ	Congestion Mitigation and Air Quality
CMP	Congestion Management Program
CNG	Compressed Natural Gas
COG	Council of Governments
CSAC	California State Association of Counties
CTA	California Transit Association
CTAA	Community Transportation Association of America
CTC	California Transportation Commission
CTC	County Transportation Commission
CTP	Comprehensive Transportation Plan
DMO	Data Management Office
DOT	Department of Transportation
E&H	Elderly and Handicapped
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
EPA	United States Environmental Protection Agency
ETC	Employee Transportation Coordinator
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
FSP	Freeway Service Patrol
FTA	Federal Transit Administration
FTIP	Federal Transportation Improvement Program
GFOA	Government Finance Officers Association
GIS	Geographic Information Systems
HOV	High-Occupancy Vehicle
ICMA	International City/County Management Association
ICTC	Interstate Clean Transportation Corridor
IEEP	Inland Empire Economic Partnership
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
IIP/ITIP	Interregional Transportation Improvement Program
ITS	Intelligent Transportation Systems
IVDA	Inland Valley Development Agency
JARC	Job Access Reverse Commute
LACMTA	Los Angeles County Metropolitan Transportation Authority
LNG	Liquefied Natural Gas
LTF	Local Transportation Funds
MAGLEV	Magnetic Levitation
MARTA	Mountain Area Regional Transportation Authority
MBTA	Morongo Basin Transit Authority
MDAB	Mojave Desert Air Basin
MDAQMD	Mojave Desert Air Quality Management District
MIS	Major Investment Study
MOU	Memorandum of Understanding

## SANBAG Acronym List

2 of 2

MPO	Metropolitan Planning Organization
MSRC	Mobile Source Air Pollution Reduction Review Committee
MTP	Metropolitan Transportation Plan
NAT	Needles Area Transit
OA	Obligation Authority
OCTA	Orange County Transportation Authority
OWP	Overall Work Program
PA&ED	Project Approval and Environmental Document
PASTACC	Public and Specialized Transportation Advisory and Coordinating Council
PDT	Project Development Team
PPM	Planning, Programming and Monitoring Funds
PSR	Project Study Report
PTA	Public Transportation Account
PVEA	Petroleum Violation Escrow Account
RCTC	Riverside County Transportation Commission
RDA	Redevelopment Agency
RFP	Request for Proposal
RIP	Regional Improvement Program
ROD	Record of Decision
RTAC	Regional Transportation Agencies' Coalition
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RTPA	Regional Transportation Planning Agencies
SB	Senate Bill
SAFE	Service Authority for Freeway Emergencies
SANBAG	San Bernardino Associated Governments
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCRRA	Southern California Regional Rail Authority
SED	Socioeconomic Data
SHA	State Highway Account
SHOPP	State Highway Operations and Protection Program
SOV	Single-Occupant Vehicle
SRTP	Short Range Transit Plan
STAF	State Transit Assistance Funds
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TCM	Transportation Control Measure
TCRP	Traffic Congestion Relief Program
TDA	Transportation Development Act
TEA	Transportation Enhancement Activities
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TIA	Traffic Impact Analysis
TMC	Transportation Management Center
TMEE	Traffic Management and Environmental Enhancement
TOC	Traffic Operations Center
TOPRS	Transit Operator Performance Reporting System
TSM	Transportation Systems Management
USFWS	United States Fish and Wildlife Service
UZAs	Urbanized Areas
VCTC	Ventura County Transportation Commission
VVTA	Victor Valley Transit Authority
WRCOG	Western Riverside Council of Governments

# ***San Bernardino Associated Governments***



## **MISSION STATEMENT**

To enhance the quality of life for all residents, San Bernardino Associated Governments (SANBAG) will:

- Improve cooperative regional planning
- Develop an accessible, efficient, multi-modal transportation system
- Strengthen economic development efforts
- Exert leadership in creative problem solving

To successfully accomplish this mission, SANBAG will foster enhanced relationships among all of its stakeholders while adding to the value of local governments.

Approved June 2, 1993  
Reaffirmed March 6, 1996